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KODACHROME: CLIFF DOWNEY

SUSQUEHANNA SD70Ms 4050, 4052 and 4054 were at VMV in Paducah on June 8 awaiting shipment. See RAILNEWS.

KODACHROME: CLIFF DOWNEY

VMV REBUILT ten ex-C&NW and UP SD40s and 20 ex-BN, C&NW and CSX SD45s for KCS. With 3000 h.p., 16-cylinder engines, the latter are KCS' first "flares." The 620 (**right**) was at VMV in Paducah on June 8.

CSX U18B 9502 is one of five U18s (9500-9504) the railroad has painted orange for dedicated maintenance-of-way service. On May 9, 1995, (**below**) the GE was in charge of a trainload of used crossties at Jesup, Georgia.

FUJICHROME: FRANCIS J. DIFALCO

KODACHROME: TOM GEROW, JR.

KODACHROME: KEVIN BURKHOLDER

"GUILFORD RAIL SYSTEM" GP39-2s 354 and 364 powered a business special on former Maine Central trackage through Walnut (Cumberland), Maine, on May 17 (**above**). Though still sublettered for Boston & Maine, the 354 heralds a name change for the rail operations of Guilford Transportation Industries. See RAILNEWS.

WIMPEY U-BOATS from Conrail (CR 2785 and 2786, nee-Lehigh Valley 509 and 510) are now in service at Wimpey Minerals' large limestone quarry in Annville, Pa., where the hastily-relettered pair was seen working on March 29 (**left**). Plans call for the U23Bs to be painted in Wimpey's black and mostly yellow livery. GP9 No.1 and RS11 360 were traded-in to Conrail. See RAILNEWS.

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From the Publisher's desk: The actors kept changing

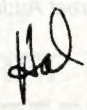
Lionel, with their O gauge model, probably did more to immortalize the Milwaukee Road's streamlined Class A Atlantics than anyone else. These handsome engines, Numbers 1-4, were used on the road's crack *Hiawatha* running between Chicago and Minneapolis. Several Ten-Wheelers were later streamlined in the same manner to power the *North Woods Hiawatha*. In 1948 I managed to catch three of the four 4-4-2s at Milwaukee, some conventional steam power and a few streamlined 4-6-4 types, but the winds of change were coming. E-units were on hand, along with husky Fairbanks-Morse Erie-builts. The days of steam were drawing to a close. The actors were changing.

Possibly no road had as organized an upgrading of power as the New York Central. The Buchanan 4-4-0 type gave way to the 4-6-0, which in turn gave way to several classes of Pacific types. As the Pacific got larger, it evolved into the Hudson type in several sub-classes, again immortalized by the famous Lionel No.700. (That's our P.O. Box number!) The Hudson type evolved with longer tenders and greater power, eventually with several styles of streamlining. The evolution led to the L class 4-8-2 Mohawk types (The Water Level Route could never operate a Mountain, could it? — although the NYO&W ordered some near identical engines which were called Mountains). The Hudson streamlining disappeared during World War II making obvious the family resemblance between the two types. The last great hurrah occurred after World War II with creation of the magnificent 4-8-4 Niagara. Their caterpillar tenders would even be retrofitted to some of the Hudsons. But just as the turboprop Lockheed Electra was made obsolete by the jet, the Niagara would soon be replaced with products from La Grange and other makers.

As steam engines grew larger, their older counterparts were assigned to lesser routes with 4-4-0 and 4-6-0 types going to local, commutation and freight service on branch lines. The lighter weight of the 4-6-0 kept it rolling on such lines as the Putnam and Kingston branches where bridges wouldn't accommodate heavier power.

The Hudsons and Mohawks were also bumped down, and it was a thrill to see 5200, the first J-1, rolling through Teaneck on the West Shore where most of the commuter runs were handled by K-11 and K-3 class Pacifics. Art Ogden, a West Shore fireman, preferred the Hudson as a freight engine to Boston & Albany Berkshire types which also ran out mileage on the West Shore. But even here, the commuter runs and local freights runs would be taken over by a variety of road switchers from Alco, Lima and Baldwin with through freights being handled by bigger EMD, Alco and F-M power. The last steam loco on the West Shore, a Pacific, made its run westbound (north) alone with not even a rider coach or caboose to keep it company.

The actors kept changing.



RAILFAN & RAILROAD

September 1995/vol.14 no.9

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Cover

A splash of color at a crossing south of Keysville, Virginia, on March 15, 1994, marks the passage of GP40 512 on a Virginia Southern unit coal train bound for Clarksville. Doug Koontz gives us a look at this first product of the Norfolk Southern "Thoroughbred Shortline" program in his feature beginning on page 52. Kodachrome by Doug Koontz.

Norfolk & Western steam is alive and well in the form of Class M 4-8-0 475, shown westbound on the Strasburg Rail Road in Pennsylvania in May 1994. Kurt Bell tells the story of the 457's amazing journey from service on the N&W Blacksburg branch to resurrection on the Strasburg in his article beginning on page 46. Kodachrome by Tom Kelcec.

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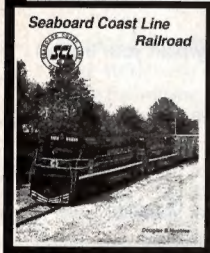

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Fanmail

Champion commentary

Thanks for "Where Champions Roamed" in the July 1995 issue and also for having the guts to print it as written. Charles and Richard Beall took the words out of my mouth, the way I feel about the Southern Pacific. I have 23 years road service and have worked in seven states. If some railfan and railroad officials take offense, too bad — the truth hurts!

As a conductor I would have been proud to "brake" or been conductor for Charles or Richard Beall. Thanks Richard for a look at your family and dad.

M.A. "BO" GOLSON
Elko, Nev.

I am glad you printed Richard Beall's article like he wrote it. I know his story is true, because it parallels my own experience with Sun Oil Co; my dad and I worked at the Tulsa Refinery. I worked for 33 years and was always told I could work until I was 65. I was only 55 and was forced to retire.

JERRY MOORE
Oakhurst, Okla.

Your magazine is to be congratulated (almost) on the publication of the Florida East Coast article in the July 1995 issue.

I say "almost" because there was no need for the disclaimer on page 50. Mr. Beall's article was honest and representative of what's happening on the railroads, not just in the past, but today. I doubt you would have had an editor's note if the article been pro-management and anti-union.

DAVID SHORE
Richmond, B.C.

Richard Beall's touching article "Where Champions Roamed" is a truthful, insightful piece that speaks straight from the heart. As a Brotherhood of Locomotive Engineers, Division 144, member and Amtrak engineer, I, too, realized a boyhood dream but have seen the workplace turn from a down-home family affair into the cold, heartless world of "Strategic Business Units," "Product Lines" and "Service Managers" — buzzwords that reduce railroading's heritage into yet another generic, corporate entity. Mr. Beall's honest portrayal of life and times on the FEC reminds us all how quickly things change and how the good times don't last forever. Even though companies may merge, become intolerable to work for or disappear entirely, the stories will be passed on to inspire succeeding generations for all time.

MARK W. JONES
Pleasant Hill, Calif.

Where champions moaned

Imagine my excitement upon seeing that an article on the Florida East Coast Rail-

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road was appearing in the July issue. This interesting railroad is probably one of the most overlooked in the country.

I realize that this was "a personal story about a traditional railroad family," but the author seemed to have used the article as a vehicle to vent his frustrations about the FEC's management. Author Beall related that he quit the railroad after 19 years of service because he was no longer able to tolerate the changes or conditions under which he had to work. I'm sure there is much that was not said, but, to read his article, he just casually threw 19 years worth of seniority and a job he enjoyed right into the proverbial trash can.

Mr. Beall states that, "When you don't have a union to back you up, management will take advantage." Now this may be true on the FEC, but my experience with the Wisconsin Central has shown me that this is not always the case. Our employees have had the chance to vote a union in twice, and both times they (the unions) failed miserably. I think that says quite a bit. I have worked for two unionized railroads in the past, and my experience was not altogether positive. Nowhere have I been treated better or had as much pride in my railroad as I do on the WC.

A visit to the FEC in April of this year revealed to me a high-density railroad. Locomotives were clean and well maintained, and dozens of trains laden with intermodal and auto racks slammed past my hotel room on an exceptionally well-maintained right of way.

I guess what I am trying to say is this: There are few enough articles published on the FEC, and to find "Where Champions Roamed" chock full of negative comments and personal opinions was indeed a disappointment. How about a "positive" article dealing with current operations?

GEORGE R. WIDENER
Conductor, Wisconsin Central
Oshkosh, Wisc.

Kudos for Metro-North

Your RAILNEWS item on page 38 and photo on page 60 of the May 1995 issue, regarding the Lehigh Valley-painted F7s redone by Metro-North for the New Jersey Museum effort, fails to mention the magnitude of car-body restoration required on these units. Craftsmen at North White Plains Shop spent many weeks repairing or replacing rust sheet steel and body framing, as well as removing the welded-on sealed beam headlights and welded-on horn mount between the windshields, and making the welded-shut nose doors operational again. All this metal work was then ground down and polished to provide the like-new appearance shown in your photograph. North White Plains Shop should receive proper credit for a lot more than repainting the units, although they did an excellent job on that as well.

J.W. SWANBERG
Branford, Conn.

Piñon Pines and fast freights

Enjoyed the update on Carrizozo County, however I would like to offer one correction and one addition.

The passenger train, *The Argonaut* did not operate on this route, as it was a Los

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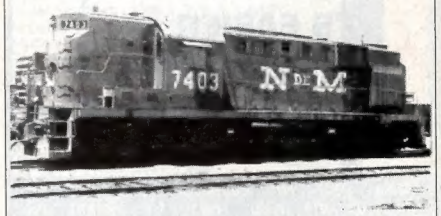

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Angeles-New Orleans train on the Sunset route. Depending up the era, other trains that ran on the Carrizozo were the *Californian* and *Cherokee*, Trains 43-44. Working in SP passenger marketing at the time, I remember it well as it was drilled into us that a sales advantage for the Golden State was that it was the lowest altitude route between Chicago and the West Coast. It worked, too!

I found no mention of the *Gold Streak*. This was the fast merchandise train in the 1950s and early '60s which handled the Chicago-Los Angeles market. While not as popular as the *Blue Streak*, which often had to have an "advance" section, the *Gold Streak* got the hot Rock freight to the West Coast.

When I was shipped east in the Army, I traveled on the *Golden State* in June of 1953 when, after leaving Tucumcari on the Rock, we hit 90 m.p.h. for lengthy stretches and up to 100 for a couple of miles. These were above what I think was a 79-m.p.h. legal speed.

It was also on the same trip that I rode behind an SP GS-class 4-8-4 between Carrizozo and Tucumcari. SP and Rock Island changed power at Tucumcari, and for the *Golden State*, this would have required a diesel to sit in Tucumcari around 20 hours, which the company did not want. So they maintained three GS's to handle the train on this short section, allowing the diesels to make a same-day turn in Carrizozo.

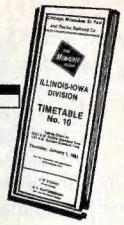
ED VON NORDECK
Riverside, Calif.

Locating that SP RS32

I should have more clearly pointed out in the letter accompanying my slide on page 60 of the July 1995 issue, that SP RS32 4009 was, indeed, shot on the old SP track just east of Fillmore, Calif., on the Fillmore & Western. The shooting of the Segal movie near Vincent Hill on SP track involved only the *Grand Continental* train noted in news item on page 38.

BEN KERR
Santa Clarita, Calif.

Timetable



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RAILFAN EVENTS

MIDLAND, MICHIGAN, August 2-5. C&O Historical Society Annual Conference featuring Pere Marquette 2-8-4 1225 and steam trip on Huckleberry Railroad. Contact: Attila Zombor, 12973 Wesley, Southgate, MI 48195; 313/283-5060.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 is sponsoring the following rail excursions. For details, phone: 810/399-7963. To order tickets by credit card phone: 800/594-5162.

August 6-7 Dearborn and Birmingham, Michigan, to Toronto, Ontario, featuring Algoma Central, Timmins gold mine, Ontario Northland, VIA and more. $695 per person double occupancy includes motor coach connections and 10 meals.

September 1-4 Ann Arbor and Durand to Petoskey, Michigan, on Ann Arbor and T&SB railways. $395-575 per person double occupancy includes rail fare, hotel and meals.

September 22-24 Birmingham and Durand to Traverse City, Michigan, on GTW/CNNA and T&SB railways. $299-399 per person double occupancy includes rail fare, hotel and meals.

SPRINGFIELD, ILLINOIS, August 3-6. Illinois Central Railroad Historical Society 16th Annual Meeting at Holiday Inn East, 3100 S. Dirksen Parkway. Contact: Mark L. Miller, 1204A W. Central, Marion, IL 62959-1022; 618/997-5788 evenings.

ST. LOUIS, MISSOURI, August 5. UP E9s will power rare mileage excursion to Chester, Illinois, along Mississippi River; Chester-Mount Vernon on ex-MP Pinckneyville Sub; Mount Vernon-Chester on ex-C&EI and back to St. Louis. Ride all or part of trip, dome seating available. Contact: St. Louis Chapter NRHS, 11221 Manchester Road, Suite 321, St. Louis, MO 63122; 314/353-5635.

UNION, ILLINOIS, August 6. 5th Annual Vintage Transport Extravaganza at Illinois Railway Museum, 7000 Olson Road, 9am-6pm. Ride steam trains, streetcars, interurbans and diesel trains and view vintage cars, firetrucks, buses and motorcycles. Adults $8, ages 5-11 and seniors $6. Admission includes unlimited rides on all operating equipment. Free admission for those who pre-register to display their antique vehicles; phone 708/834-6133 for vehicle registration info. For general information, phone: 800/BIG-RAIL or 815/923-4000.

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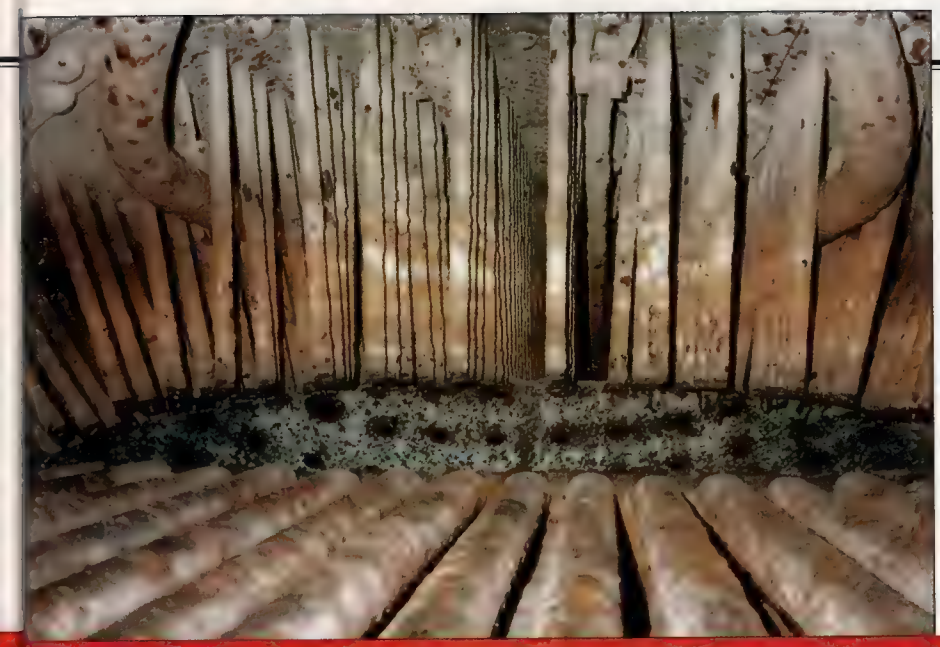

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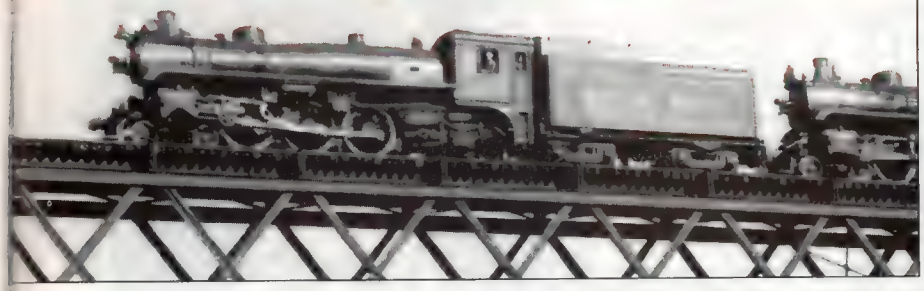

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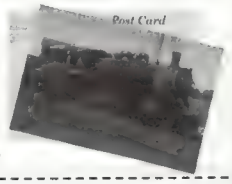

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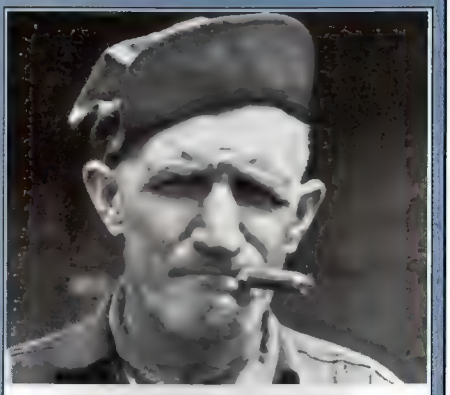

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BOSTON, MASSACHUSETTS, August 13. Day Cape Codder special train to Cape Cod via Bay Colony, Conrail and MBTA. Departs South Station 8:30am. Additional boarding in eastern Massachusetts. Select from cruise to Nantucket, Martha's Vineyard voyage or trek to Provincetown and Chatham. Adults $60, ages 5-16 $30, child in lap free. Fare includes ferry and transfers. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

NEW YORK, NEW YORK, August 29-September 15. First class rail journey to Nelson, British Columbia, and return on board open platform business car *Blue Ridge* and sleeper *Imperial Sands*. Stopovers at Chicago, Oakland, Nelson, Vancouver, Seattle and Denver. All daylight running between Oakland and Seattle. Fare $7999 double occupancy includes gourmet meals, beverages and attentive service on board. Single occupancy, one way and partial fares available. Contact: Renee Luebke, Classic Rail Cars, 2612 Dewitt Avenue, Alexandria, VA 22301; 703/519-5230.

SAN FRANCISCO, CALIFORNIA, September 1. Opening Day of Market Street Railway's F-Line beginning at 10:30am. Parade begins at 11:30am. Parade and passenger service from East Bay Terminal to Castro & Market. Ceremony and parade reviewing stand next to 525 Market Street, opposite Sansome Street. Contact: Market Street Railway Company, P.O. Box 425063, San Francisco, CA 94142-5063; 415/863-1775.

UNION PACIFIC EXCURSIONS sponsored by the Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0081 (801/355-5871). Motive power will be 4-6-6-4 3985 and/or E9 diesels, as indicated.

September 2 Omaha, Neb., to Kansas City, Kan., E9s, bus return to Omaha. **September 3** Kansas City to Salina, Kan., E9s, bus return to Topeka, Kansas City and Omaha. **September 15** Denver, Colorado, to Laramie, Wyo., E9s to Speer then 3985, bus return to Denver, rare afternoon run WB over Sherman Hill. **September 16** Layover at Laramie, optional ride on Wyoming & Colorado. **September 17** Laramie to Rock Springs, Wyo., 3985. **September 18** Rock Springs, Wyo., to Pocatello, Idaho, 3985, via Granger Cut-off. **September 19** Pocatello to Boise, Ida., 3985/E9s. **September 20** Layover at Boise. **September 21** Boise, Ida., to Baker City, Oregon, 3985/E9s, over the Blue Mountains. **September 22** Baker City, Or., to Wallula, Wash., 3985/E9s. **September 23** Wallula to Spokane, Wash., E9s, bus return to Pasco, scenic rare mileage on the "Washy Line." **September 24** Spokane to Bonners Ferry, Ida., and return, E9s, over the Spokane International. **September 25** Layover at Spokane. **September 26** Spokane to Wallula, E9s, bus return to Spokane. **September 27** Wallula, Washington, to Portland, Oregon, E9s, 3985 joining at Hinkle, Or., through the scenic Columbia River Gorge. **September 28-29.** Layover at Portland. **September 30** Portland to Bend, Or., E9s, via the Oregon Trunk.

October 1 Bend to Portland, Or., E9s, via Oregon Trunk. **October 2** Portland to Hinkle, Or., 3985/E9s, up the Columbia River Gorge. **October 3** Hinkle to Baker City, Or., 3985/E9s, over the Blue Mountains. **October 4** Baker City to Boise, Ida., 3985/E9s. **October 5** Layover at Boise. **October 6** Boise to Pocatello, Ida., 3985/E9s. **October 7** Pocatello to Silver Bow, Mont., E9s w/3985 to Idaho Falls, connecting buses from Salt Lake City. **October 8** Silver Bow to Pocatello, E9s w/3985 Idaho Falls to Pocatello, buses to Salt Lake City on the 8th and 9th. **October 9** 3985 begins deadhead move east to Cheyenne, Wyo.

BOSTON, MASSACHUSETTS, September 2-4. "Legends of Pennsylvania" Labor Day weekend excursion via Amtrak from

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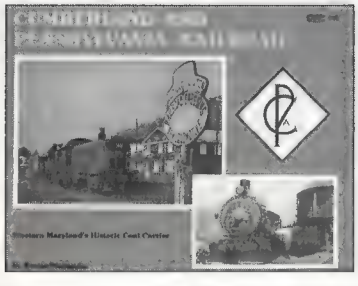

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September 4 "Kid's Day on *The Flyer*" featuring free ice cream cones, entertainment and door prizes, adults $8.50, ages 3-11 $4, under 3 free.

October 28 "Ride the Rails to Terror" murder mystery dinner train with adult costume party, $54.95-64.95, reservations required. **October 29** "Ghost and Goblin Party on *The Flyer*" with cider and treats, costume judging and prizes and clowns onboard,.adults $8.50, ages 3-11 $4, under 3 free.

INDIANAPOLIS, INDIANA, September 8-10. Doc Blackburn's Hoosier Traction Meet at Best Western Waterfront Plaza near I-465 and I-74 West. Slides, movies, swap tables and presentations on the Indiana Union Traction interurbans and the Indianapolis Railways. Registration $15. Contact: Larry Zimmerman, 7668 Burns Drive, Brownsburg, IN 46112.

FREDERICKSBURG, VIRGINIA, September 9-10. Rappahannock Chapter NRHS "Railfair '95" at Spotsylvania County Industrial Park, 10am-4pm. Celebration of trains through exhibits of real and model trains along with vendors and trackworking exhibitions. Adults $3, ages 6-12 $1, under 6 free. Railroad employees also free. Contact: Allen Brennan, 1822 Charles Street, Fredericksburg, VA 22401; 703/372-3573.

FLINT, MICHIGAN, September 16-17. 14th Annual Railfans Weekend at Crossroads Village and the Huckleberry Railroad on Bray Road. Photo runs, shop tours, safety displays and model layouts. For details phone: 810/736-7100.

ASHLAND, WISCONSIN, September 16-17. Northern Wisconsin and Upper Michigan Rare Mileage/Fall Colors Tours on currently freight-only Wisconsin Central trackage. Ashland to Park Falls round trip on Saturday, Ashland to Thomaston round trip on Sunday. For information send LSASE to: DSS&A Division Soo Line Historical Society, Box 950, 522 Chapple Avenue, Ashland, WI 54806; or phone: 800/284-9484.

VANCOUVER, BRITISH COLUMBIA, September 27-October 5. Fall Color Railfan Tour on board the *Rocky Mountaineer's* new "Gold Leaf" dome car to CP hotels at Banff, Lake Louise and Jasper, Alberta, and on VIA from Jasper to Vancouver, plus BC Rail to Lillooett and tour of BCR yards. Fare of $2350 per person double occupancy ($2935 single occupancy) includes rail travel, 17 meals, sightseeing, most gratuities and transfers. For brochure send SASE to: Accent on Travel, 112 North Fifth Street, Klamath Falls, OR 97601; 503/885-7330.

ORBISONIA, PENNSYLVANIA, October 6-8. East Broad Top Fall Spectacular and Friends of the EBT Reunion. Up to four EBT locomotives in operation on passenger, freight and mixed trains; M-1 gas electric car both days; special Saturday night train; shop tours and walking tours of non-operational parts of the EBT. For details, contact: FEBT c/o Ruth Keller, R.D. 1, Box 966, Three Springs, PA 17264; 814/447-3011

BALTIMORE, MARYLAND, October 6-8. B&ORR Historical Society Annual Convention at Laurel Holiday Inn. Tour B&O historical sites and facilities, slide and video shows, banquet with speaker, model and photo contests. Contact: B&ORRHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034.

PERRIS, CALIFORNIA, October 7. Fall Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 "A" Street, 9am-2pm. Train and trolley operation 10am-5pm. All-day ride pass and swap meet admission: $6 adults, $4 ages 6-11, under 6 free; admission to swap meet only: $3. Contact: OERM, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

DANBURY, CONNECTICUT, October 7. Fall foliage rail excursion to Worcester, Massachusetts, and return featuring 140 freight-only miles and tour of P&W facilities at Worcester. Depart approximately 7:30am, return approximately 6pm. Adults $65, children $40, senior and group discounts available. Send SASE to: Western Connecticut Chapter NRHS, Department RF, P.O. Box 1188, Southport, CT 06490.

ROANOKE, VIRGINIA, October 7-8. Western Virginia Railfair at the old N&W freight station adjacent to Virginia Museum of Transportation, 10am-5pm Saturday, noon-5pm Sunday. Over 200 tables of railroadiana, collectibles and models. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

YARDLEY, PENNSYLVANIA, October 14. Delaware Valley Chapter NRHS bus trip to Strasburg for day at Railroad Museum of Pennsylvania and Strasburg Rail Road and steam ride through Amish country. Departs SEPTA park-and-ride lot in Yardley at New Hope exit off I-95 (*not* from Yardley train station) at 7am. Non-members $25, members $22, under 12 with non-member $22, under 12 with member $19. Lunch at Red Caboose Restaurant (tuna salad sandwich, french fries, lettuce and tomato, beverage) $5.95. Send check and SASE to: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

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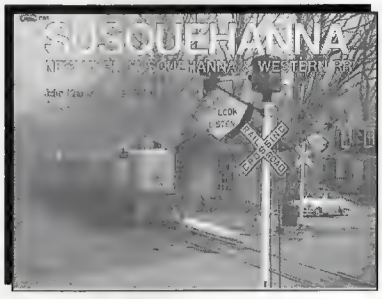

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TENNESSEE CENTRAL RAILWAY MUSEUM will operate fall foliage trains October 14, 21 and 28 over the following two routes. Fare $24, dome seats $49. Contact: TCRy Museum, 709 N Lake Circle, Brentwood, TN 37027-7844.

Nashville-to-Watertown 90-mile round trip departs 8am, returns 3:15pm. **Columbia-to-Lawrenceburg** 72-mile round trip departs 8am, returns 4:30pm.

SPARKS, NEVADA, October 14-15. Donner Pass Gandy Dancers will sponsor the 3rd Annual Autumn Leaves Train Show and Swap Meet at Sparks Factory Outlets Mall at 105 Sparks Boulevard. Free admission. For details phone: Jack Slavin 702/345-7304.

BOSTON, MASSACHUSETTS, October 15. Vermont Foliage Special chartered Amtrak train to Windsor, Vermont, via Conrail and New England Central. Depart South Station 7:55am, additional boarding in central Massachusetts. Multiple photo opportunities. Adults $65, ages 5-16 $50, under 5 on lap free. Fare includes lunch and activity. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

COLUMBUS, NEBRASKA, October 21-22. Camerail Club will operate a rare mileage excursion over UP's former Norfolk and Albion branches on Saturday and Spalding Branch on Sunday. Nebraska Central, which owns the three lines, will provide power for the dome-equipped train. Estimated fare of $140-150 includes two-day rail travel and on board food. For details send SASE to: October Trip, Camerail Club, P.O. Box 791, Columbus, NE 68602-0791.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following foreign steam tours. For details send SASE.

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SOUTH AMERICA TRIPS arranged by Stuart Lovell, 58 Hudson Road, Sudbury, MA 01776 (508/443-8617) are scheduled for the following countries on dates shown.

Ecuador, September 3-10, Guayaquil & Quito Railroad steam-hauled charter trains, including 4 days on section around Devil's Nose. $1995 round trip from Miami.

RAILROADIANA MEETS

SPRINGFIELD, ILLINOIS, August 4. Illinois Central Railroad Historical Society 16th Annual Railroadiana Show at Holiday Inn East Conference Center, 3100 S. Dirksen Parkway, 9am-4pm. Admission $1, family maximum $2. Contact: Mark L. Miller, 1204A W. Central, Marion, IL 62959-1022; 618/997-5788 evenings.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information telephone GATS Limited, 708/834-0652.

August 5-6, Dallas, Tex., Fair Park. **August 19-20,** Raleigh, N.C., Raleigh Civic & Convention Center, 500 Fayetteville Street Mall. **August 26-27,** Cincinnati, Ohio, Cincinnati Convention Center, 525 Elm Street.

September 9-10, San Francisco, Cal., Cow Palace. **September 16-17,** Wichita, Kan., Century II, 225 West Douglas. **September 23-24,** Memphis, Tenn., Memphis Cook Convention Center, 255 North Main Street. **September 30-October 1,** El Paso, Tex., El Paso Convention Center, 1 Civic Center Plaza.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed 11am-5pm. Admission: $5 adults, $2 children 6-12. Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

Edison, New Jersey, August 5-6, Raritan Center Expo Hall. **Pennsauken, N.J.,** August 19-20, South Jersey Expo Center.

Hempstead, N.Y., September 23-24, Hofstra University Sports Center. **Cleveland, Ohio,** September 30-October 1, I-X Center.

ELMONT, NEW YORK, August 6. St. Vincent DePaul parish Train & Toy Show at St. Vincent DePaul School Auditorium, 1510 DePaul Street, 10am-3pm. Admission $5, seniors $3, under 12 free with adult. Contact: Frank Deoria, 1510 De Paul Street, Elmont, NY 11003; 516/352-2127.

DELAND, FLORIDA, August 12. Sunshine Railroadiana & Collectors Association Annual Central Florida Railroadiana Show at Volusia County Fairgrounds, SR 44 and I-4, 9:30am-3:30pm. Admission $3, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Ave., Winter Garden, FL 34787; 407/656-5056.

LEWISBURG, PENNSYLVANIA, August 13. Central Penna. Chapter 20th Annual Train Meet at National Guard Armory, Route 15 S, 9am-3pm. Admission $3, under 12 free. Send SASE to: Bill Lawton, R.R. 2, Box 472 W, Sunbury, PA 17801.

BETHPAGE, NEW YORK, August 13. East Meets West Train & Toy Show at Knights of Columbus Hall, 519 Central Avenue, 9am-1pm. Admission $3, under 12 free with adult. Contact: Carmelo Sancetta, P.O. Box 1286M, Bay Shore, NY 11706; 516/666-6855.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following railroadiana meets.

August 19-20, Bristol, Tenn., Viking Hall, Exit 3 off I-81. **August 26,** Clemmons, N.C., Holiday Inn, Exit 184 off I-40.

September 9-10, Raleigh, N.C., North Carolina Fairgrounds, 1025 Blueridge Road. **September 23-24,** Hickory, N.C., American Legion Fairgrounds, Highway 70/321 East.

BILLINGS, MONTANA, August 19. Yellowstone Valley Train Show and Swap Meet at Albedoo Shrine Temple, 1125 Broadwater Avenue, 10am-5pm. Admission $2, under 12 $1 without adult, free with adult. Contact: Dale Matthaes, 1833 Clark Avenue, Billings, MT 59102; 406/656-1042 after 5pm.

SQUAMISH, BRITISH COLUMBIA, August 19-20. 1st Annual Rail Show in the Park at West Coast Railway Heritage Park, 9am-4pm. Railroadiana, collectibles and much more. Park admission $3.50, no extra admission for rail show. For details phone: 604/420-1292.

FORT WAYNE, INDIANA, August 20. Train & Collectible Show at The Lantern, 4420 Ardmore, 11am-4pm. Admission $2, under 12 free, tables $12 in advance. Contact: Sally Valiton, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

FRANKLIN SQUARE, NEW YORK, August 20. R.R. Lines Train & Toy Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

GILBERTSVILLE, PENNSYLVANIA, August 20. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, 9am-2pm. Admission $3, under 12 free with adult. Contact: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

OSKALOOSA, IOWA, August 25-27. Train Show at Penn Central Mall. Contact: 4 Star Productions, P.O. Box 1453, Des Moines, IA 50305; 515/276-7130.

ATLANTA, GEORGIA, August 26. Southeastern Railroadiana Collectors 18th Annual Railroadiana & Train Show at Georgia International Convention Center, south of Atlanta Airport, adjacent to Sheraton Gateway Hotel, 9am-4pm. Admission $4, under 12 free, tables $30. For details send LSASE to: John Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

WALLINGFORD, CONNECTICUT, August 27 and September 24. NYNH&H Train Show at Stillwood Inn, 1074 South Colony Road, Route 5. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

CENTRAL, SOUTH CAROLINA, September 2-3. Central Railroad Festival on Main Street, 8am-7pm Saturday, 11am-7pm Sunday. Contact: Ed Painter, 208 Gaines Street, Central, SC 29630; 803/639-6816.

ENNIS, TEXAS, September 8-10. 4th Annual Festival of Trains at SOKOL Hall, 2 miles east of I-45 on Highway 34, 6pm-8pm Friday, 10am-6pm Saturday, 10am-4pm Sunday. Admission $4, under 12 free. Contact: Betty Glaspy, P.O. Box 8862, Ennis, TX 75119; 214/878-6868.

WEST MONROE, LOUISIANA, September 9-10. Twin Cities Train Expo '95 at West Monroe Convention Center, 10am-5pm Saturday, 10am-4pm Sunday. Admission $3.50, under 12 free. Limited tables available. Contact: Claudine Cartwright, P.O. Box 1504, West Monroe, LA 71294; 318/249-4751.

MT. ARLINGTON, NEW JERSEY, September 10. New Jersey Midland Railroadiana Show & Sale at Mt. Arlington Sheraton, Howard Boulevard, Exit 30 off I-80. Books, china, lanterns, paper and more. Admission $2.50, mention RAILFAN & RAILROAD for a 50¢ discount. Contact: NJMRHS, P.O. Box 6125, Parsippany, NJ 07054.

BILLINGS, MONTANA, September 10. 8th Annual Billings Railroad Show at Fireside Inn (formerly Ramada Inn), King Avenue, 9:30am-4pm. Keys, locks, lanterns, china, paper, signs, models, movies and much more. Admission $1, tables $15. Contact: P.T. Peach, 3841 Rimrock Road, Billings, MT 59102.

TEMPLE, TEXAS, September 16-17. Centra-Mod Texas Train Festival at Frank Mayborn Convention Center, 10am-6pm Saturday, 11am-5pm Sunday. Adults $4, under 13 free with adult. Contact: B. Neill, P.O. Box 2453, Temple, TX 76503; 817/778-8294.

CHARLESTON/MATTOON, ILLINOIS, September 23-24. Eastern Illinois Tinplate Association Train Show & Swap Meet at Coles County Airport, State Route 16, 11am-5pm. Admission $2, teens and seniors $1, under 13 free, tables $15. Contact: Vernon Glass, 572 W. Madison Avenue, Charleston, IL 61920; 217/348-0304.

GREENVILLE, OHIO, September 24. 16th Greenville All Train Flea Market at Darke County Fairgrounds, 10am-3pm. Admission $2, under 12 free with adult, tables $10. Contact: Larry Zeller, 4646 W. U.S. Route 36, Piqua, OH 45356; 513/773-7186.

JOLIET, ILLINOIS, September 24. Blackhawk Chapter NRHS Swap Meet at Harwood Post, American Legion Hall on Larkin Avenue, Exit 130 off I-80, 9am-2pm. Admission $1, under 5 free, tables $10. Contact: Bill Todd, 921 Darius Lane, Naperville, IL 60565; 708/983-0017.

ALLENTOWN, PENNSYLVANIA, September 24. Lehigh Valley Chapter NRHS Railroadiana Show & Sale at Dieruff High School, Washington & Irving streets (2 miles south of U.S. Route 22 at Airport Road exit), 10am-4pm. Admission $3, family maximum $5. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 610/261-0133.

RUTLAND, VERMONT, September 30. Rutland Railroadiana Show at Vermont State Fairgrounds on U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

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PLAY THAT NUMBER! Locomotives numbered 5623 made news recently. Conrail sent brand new SD60I 5623 to Strasburg, Pa., to help open the new hall at the Railroad Museum of Pennsylvania on May 20, 1995. It posed (**above**) with the operating *John Bull* replica — both were built at Juniata Shops (1995 and 1940, respectively). On May 27th, the 5623 was part of an Operation Lifesaver display for the 125th Anniversary of East Stroudsburg, Pa., where it posed at the classic Lackawanna depot (**top**), now a restaurant. In California, Southern Pacific 5623, one of only twelve dual-control, passenger GP9s on the system, was purchased from a scrapper in 1992 by two individuals who proudly restored its black widow glory and original number and then leased it to the Oakland Terminal Railway. On June 15th at West Oakland (**below**), it was preparing to lead SP's Ozol Turn to Sacramento for delivery to Railfair, held June 16-18, 1995, at the California State Railroad Museum.

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The Trolley & Interurban Directory by Joseph Gross - $30.95 plus $2.00 s&h.

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What's New?

Ronald Dale Karr's 384-page 6″×9″ softcover **The Rail Lines of Southern New England — A Handbook of Railroad History** serves as both a historical reference and a field guide to railroads, past and present, in Connecticut, Massachusetts and Rhode Island. Chapter by chapter, Karr provides brief yet thorough summaries on the predecessor rail lines of the region and tells what remains of them today. Keeping up with the discussion is made easy with dozens of maps; they're more schematic than topographic, but that helps in reading through the maze of abandoned and surviving trackage. Among the 90 different black and white photos and illustrations are some attractive views of a GG1 crossing the Saugatuck River, Conrail freight on Washington Hill, Hoosac Tunnel as it appeared in 1902, MBTA F40PHs and a leased New Haven Alco switcher working the Union Freight street trackage in Boston. The author is a railfan who holds a Ph.D in History from Boston University and works as a reference librarian at the University of Massachusetts; a scan of the text indicates he's indeed done his homework. However, there could have been a more thorough and consistent documentation of track gauges among the earliest roads. It sells for $22.95 plus $3.00 shipping (Mass. res. add 5% tax) from Branch Line Press, 13 Cross Street, Pepperell, MA 01463.

Lloyd Stagner's all-color pictorial **AT&SF Color Guide to Freight and Passenger Equipment** is a 128-page 8½″×11″ hardcover filled with 300 roster-style color views of Santa Fe equipment from 1945 through the 1970s. The passenger section has plenty of stainless steel, heavyweights and business cars, and toward the end is coverage of cabooses and maintenance equipment. Freight cars predominate, with all manner of boxcars, reefers, flats, gondolas, you name it. Having grown up along Santa Fe's Surf Line during the 1970s, I especially enjoyed the shots of Shock Control boxcars, MTC refrigerators and ACF center-flow covered hoppers, which were about the most common freight cars rolling to and from San Diego back in those days. Aside from a one-page introduction, text is limited to brief captions with a few specifications and occasional mention of number classes. It sells for $49.95 plus $3.50 shipping ($5.00 for foreign shipping, N.J. res. add 6% tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Delivery is by UPS, so include your street address.

The Railroads of Coors Field by Kenton H. Forrest is a 48-page 8½″×11″ softcover commemorating the Colorado Rockies baseball team's new home and first season at Coors Field in lower downtown Denver. The ballpark occupies the former site of Denver's first railroad station and what had been

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UP's passenger car yard. Amtrak's *California Zephyr* and the Rio Grande Ski Train still pass behind the park's left field stands. This is more than just the story of trains that used to run where Coors Field now stands; it's a surprising look back at more than 130 years of Denver baseball, including some railroad-sponsored teams who played there around the turn of the century. Illustrating this best is the inside front cover picture taken when the Chicago White Sox were traveling west to spring training in 1910 and the team was photographed standing on their train's locomotive in Royal Gorge. There are 70 black and white photos in all. It sells for $7.95 plus $2.00 shipping from Colorado Railroad Museum, P.O. Box 10, Golden, CO 80402-0010. To order by credit card, phone 800/365-6263

First Call for Calendar Call

With only three issues of R&R to go before the end of 1995, it's time again to remind those who publish railroad calendars that this column commits available room to reviewing these annual products as we approach and enter the coming year. To have your 1996 calendar(s) considered for a free mention in R&R, simply send one to Calendar Call, RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860-0700. Be sure to include price, shipping, tax and ordering address. We attempt to review nearly every calendar that comes in, but space is limited.

Our first calendar for 1996 arrived quite early...during May 1995! The **"1996 Railway Calendar"** from the Lackawanna & Wyoming Valley Railway Historical Society folds out to 11"×17" with a nice color cover shot of an A-B set of O&W FTs departing the CNJ yard in Scranton, Pennsylvania. Inside are 13 black and white scenes from northeastern Pennsylvania's past: LV C628s passing another train's LV caboose on the D&H at Starrucca, Wilkes-Barre Railway Brill car 280 on the transfer table at the Market Street shop, Quakertown & Eastern 2-8-0 No.4 assisted by LV diesels during a 1969 excursion, Pennsy Decapods double-heading to Mt. Carmel, a Reading 2-8-0 taking loaded hoppers into West Milton and more. It sells for $5.50 postpaid (Pa. res. add 20¢) from Calendar, Department CC, P.O. Box 3452, Scranton, PA 18505-0452.

Book Reviews

Virginian Rails 1953-1993 by Kurt Reisweber, published by Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906, 128 8½"×11" pages, hardcover, $48.00 postpaid in the U.S. (outside the U.S. add $3.00 shipping, Md. res. add 5% tax).

More than 35 years since it merged into the Norfolk & Western, the Virginian Railway continues to hold a fascination for old timers who witnessed its electrified operations and for younger folks like me who marvel at what remains of its rugged mountain mileage.

Using more than 200 color photos, maps and a well-written text, Reisweber takes us from the Virginian's steam and electric heyday in the early 1950s through dieselization and the 1959 merger with the N&W to the

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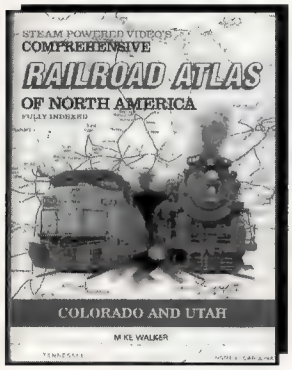

- *Designed to provide a single source of reference to the N. American rail network, past and present*
- *Meticulously researched and drawn*
- *Highly detailed - 8 miles to 1 inch - complex areas enlarged to 2 miles to 1 inch*
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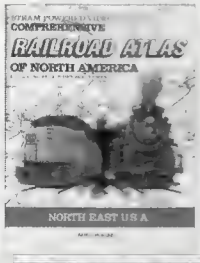

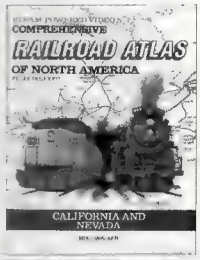

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Depart West Leesport at 9:00 A.M. and return to West Leesport at 7:30 P.M.

Spend the afternoon in Ashland. Bus transportation will be furnished from the train to the PIONEER TUNNEL where you can take a guided tour of the coal mine, ride on a mining train powered by an authentic steam powered coal mine locomotive and visit the Anthracite Mining Museum. The mine train ride, coal mine tour and mining museum ticket prices are not included in the ecxcursion train ticket price. Special reduced price tickets for the coal mine tour and steam locomotive coal mine train ride may be purchased when you order your excursion tickets - Adults (13 years & up) $6.00, Child (12 years & under) $3.50. Admittance to the mining museum will be available at a reduced price of $2.50 by showing your excursion ticket. A catered Meal is included in the excursion ticket price and will be served in the park at the Coal Mine.

Coach ticket prices: Adults (13 years & up) - $49.00, Children (12 year & under) - $9.00
All Vista Dome tickets regardless of age - $79.00 and $69.00
(Bus service at West Leesport and Ashland and the catered meal at Ashland are included in the ticket prices.

SATURDAY, OCTOBER 14, 1995 - "AUTUMN LEAF SPECIAL" - WEST LEESPORT TO JIM THORPE

Train Departs West Leesport at 9:00 A.M. and returns to West Leesport at approximately 8:00 P.M.

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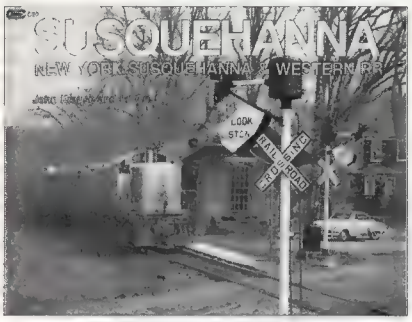

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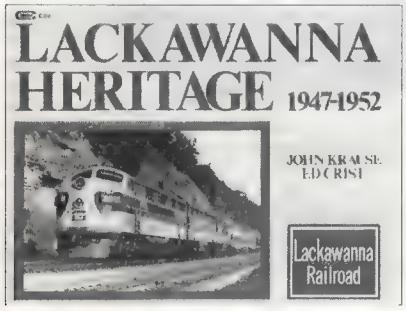

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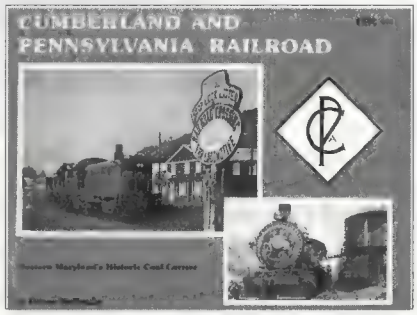
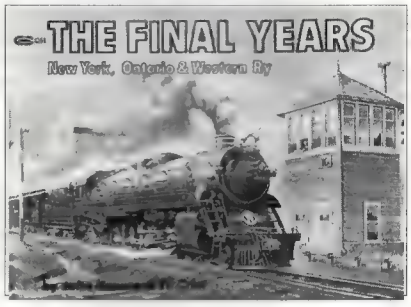


CUMBERLAND AND PENNSYLVANIA RAILROAD By Deane Mellander. The Western Maryland acquired the famous old C&P which in turn was absorbed by the Chessie and CSX. Includes rare steam locomotive photos and unusual gas-electrics operating in the Alleghenies. 64pp, **(C00063)**.....**$9.95**



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current status of its surviving trackage being run under the Norfolk Southern banner. All of this is accomplished in chapters which divide the Virginian by its main line districts and their related branch lines.

The opening chapter on the Sewells Point District recalls Virginian 2-8-2s, 2-8-4s and massive articulateds that worked in and around the yards and coal docks on the west side of Norfolk. Next come F-M road switchers in 1959 and ultimately the now-familiar black NS units in charge of a long container train. The chapter on Roanoke Terminal finds doubleheaded EL-C electrics on a coal train meeting an F-M H16-44, EL-1A electric 113 on a work train and views of South Yard.

Since the author's first attempt to photograph the former Virginian didn't happen until 1986, he relied heavily on the vintage color material of a number of railfans who were there with their cameras in earlier decades. However, it was Reisweber's failed effort to record a train at the Garwood Viaduct in 1986 (hiking atop the tunnel, waiting in vain for three hours, deciding to go shoot the nearby ex-C&O main instead) that probably sparked his desire to explore the Virginian's hilly heart with a vengeance beginning in 1989. As a result, most of the spectacularly scenic pictures are fairly recent ones with NS power.

On the Alta Vista District, Reisweber framed black NS units crossing three different viaducts and climbed high above Leesville Tunnel for a bird's eye view of a Spencer-bound freight alongside Goose Creek. The hike-in-and-set-up style of railfanning worked especially well on other districts with NS GE's approaching Ingleside Tunnel

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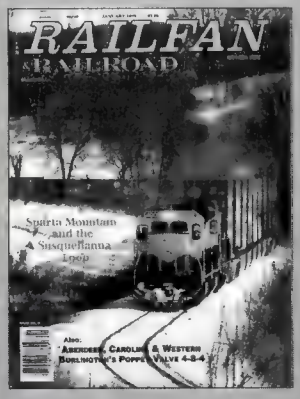

Take a shot at getting your photo on the front cover of the December 1995 issue of RAILFAN & RAILROAD by entering our 1995 "Cover One Contest." This year's theme is "Winter Railroading." Send us one or more of your best color transparencies or prints which capture the thrill and chill of trains in the snow. To be considered, images must fit the vertical format of our cover, with room for the RAILFAN & RAILROAD title banner across the top. See the September 1995 MARKERS column for details. Closing deadline for entries is September 5, 1995. The First Place winner will appear on the December cover, and the Second Place photo and several Runners-Up will be featured inside. Also, cash prizes of $200 for First Place, $100 for Second Place and $50 each for the Runners-Up will be awarded.

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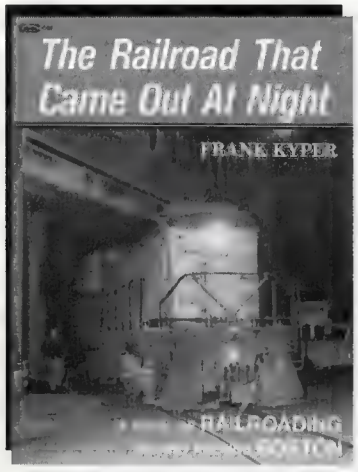
The Railroad That Came Out At Night

FRANK KYPER



This book offers a fascinating look at Boston railroading by Frank Kyper, well known author, writer, railfan. In Kyper's own words, "put simply, (this book)...chronicles my perspective of selected pockets of Greater Boston railroadin' between about 1957 and 1977 - complete with numerous flashbacks to earlier years and to a previous century." B&M, Fore River, Union Freight South Station, Flying Scotsman, etc. Filled with wonderful trackside photos of the Boston area this book is easy to read and enjoyable. **(C00065)..... 12.95**

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with I-77 visible below and steel viaducts spanning the distant treetops, the Roanoke Run snaking its coal across the former N&W and through several curves approaching Matoaka, light helpers emerging from Clark's Gap Tunnel and eastbound coal rolling out of the tunnel and over the bridge at Micajah.

Probing deeper into rugged coal country on the Virginian's Guyandot River branches, the book's final chapter reveals an area where a 1970s line change resulted in some dramatic new photo angles. Unit coal powered by NS diesels is conveyed over sturdy concrete-pier structures and through enormous cuts whose terraced, vertical rock walls are guarded by slide detector fences. At Cub Creek Junction, two tracks briefly share the cramped space at the bottom of a deep cut; the line to Gilbert curves away into a tunnel in the side of the cut while the line to Coal Mountain continues on through an even narrower rock cut.

As for the contributed vintage photos that show the true Virginian Railway, many are nicely composed action shots similar to what the author accomplished in more recent years. Some shining examples include EL2Bs gliding under wire past the towering cliffs at Eggleston, a race between eastbound N&W coal trains near Ingleside with one down below on the old N&W and the other high on the mountainside on the old Virginian and several pages reminiscent of the Milwaukee Road in the Bitterroots with electrics and towering trestles.

While the Virginian Railway is probably best remembered for its electrified assault on the Appalachians, nothing sums up its coal-hauling heritage better than the Jim Boyd shot on the very last page: an eastbound train completes its passage over the sizeable bridge at Glen Lyn in August 1971, leaving in its wake a blinding cloud of coal dust that has the rear end crew either black-faced and coughing or sweating it out behind the caboose's closed windows.

In addition to being a good all-color picture book, *Virginian Rails 1953-1993* carries a lot of solid information. Each chapter outlines the characteristics of the division or branch at hand (gradient figures, mileage points, tunnels, lineside structures, etc.) and then details the day-to-day train activity the line saw during different eras. A few of the photo captions are too thin for my taste as they often lack any mention of locomotive types, but most of the pictures receive adequate explanation of the train and its location. Besides, since this book is more geography- and history-oriented, most readers will probably feel there was no need to count rivets in each and every caption.

A quality production throughout, this handsome tribute to the Virginian Railway has good color reproduction, clean typesetting and a varied yet pleasantly simple page design. Eastern mountain railroading has rarely been presented so well — B.K.

Videos

BY MIKE DEL VECCHIO

New Arrivals

A fitting farewell to a steam hero is **"611 Birmingham Memories,"** produced by Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647; 800/482-1522 or 312/384-3804. Since 611 in Norfolk Southern years was based at Irondale Shops in Birmingham, Alabama, the Heart of Dixie Chapter NRHS (also based in Birmingham) asked David Goodheart to produce a local-action 611 video glory story for its bookstore. Goodheart agreed, and this nearly-hour-long tape is the result. It features the best footage from various 611 excursions, starting with 16mm films of the August 13, 1982, break-in runs (including the freight trains), to more recent Birmingham-based trips between 1992 through 1994. These are combined with in-cab footage, accelerating and at speed — cab footage of the 611 operating is very rare as NS almost always refused cab requests. Also included is the very last revenue excursion with 611, the December 3, 1994, Birmingham to Chattanooga round trip which was sponsored by the Heart of Dixie group. The footage here is very well shot with the best equipment, and overall it's a great show that tells good story. The runbys in this program are mostly flawless and spectacular, including one incredible sequence with 611 slipping its wheels six times in front of the camera while clawing its way up

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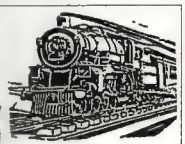

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"Muskoka Railroading," from Rail Innovations, P.O. Box 225, Schomberg, Ontario, L0G 1T0; 800/613-3792, is a look at contemporary railroading in the tape's namesake region of Ontario. This includes the separate CP and CN main lines north of Toronto along the northern shores of Lake Huron's Georgian Bay and also the CN main line to North Bay which skips like a flat stone over the Muskoka-region's rivers on many bridges, of which some are spectacular. The tape was shot during winter and summer seasons of 1994, and the program looks first at the CP, then CN and ending with the main line to North Bay. In addition to the freight traffic, VIA Rail and Ontario Northland passenger trains are shown. Muskoka region railroading is rugged and scenic, mostly single tracked, and the action seems plentiful. Big bonus viewing here includes lengthy cab rides over the Muskoka main lines in both a CP conventional cab, a CN "comfort cab" and a VIA F40, plus a remarkable in-cab sequence of a 250-foot swing bridge. The narration by producer Steve Bradley is excellent, and the editing is very comfortably paced. This show follows in Rail Innovations ongoing series which surveys some often-overlooked segments of Canadian main lines. 58 minutes, $29.95 plus $3.00 shipping (Ont. res. add GST).

Feature Reviews

"Railfannning Southern California in the 1950s," produced by Pentrex, P.O. Box 94911, Pasadena, CA 91109; 800/950-9333 or 818/793-3400, VHS only, VISA MasterCard, American Express or Discover accepted, (order #SOCALHS) 120 minutes, $39.95 plus $4.00 shipping (Calif. res. add 8.25% sales tax).

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The Rail Lines of Southern New England
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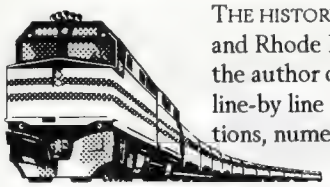

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THE A AND THE J Hi-lites of the 1987 NRHS Convention in Roanoke with the N&W 611 and N&W 1218. 40 min.

NEW RIVER STEAM '94 The Milwaukee Road 261 on the World Famous New River Train from Huntington to Hinton 56 min.

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...pickin em up an layin em down... A&WP heavy pacific 290 solo with four different freight consists between Atlanta and Jacksonville. 54 min.

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STEAMIN' IN '91 A&WP 290 Birmingham to Chattanooga / BM&R 2102 West Cressona to Reading / 4501 with freight Chattanooga to Asheville / TVRM 610 / NKP 765 and PM 1225 Cincinnati to Huntington / Ohio Central 1551 Sugar Creek to Baltic / NS 25th Anniversary with 4501, 611 and 1218 117 min.

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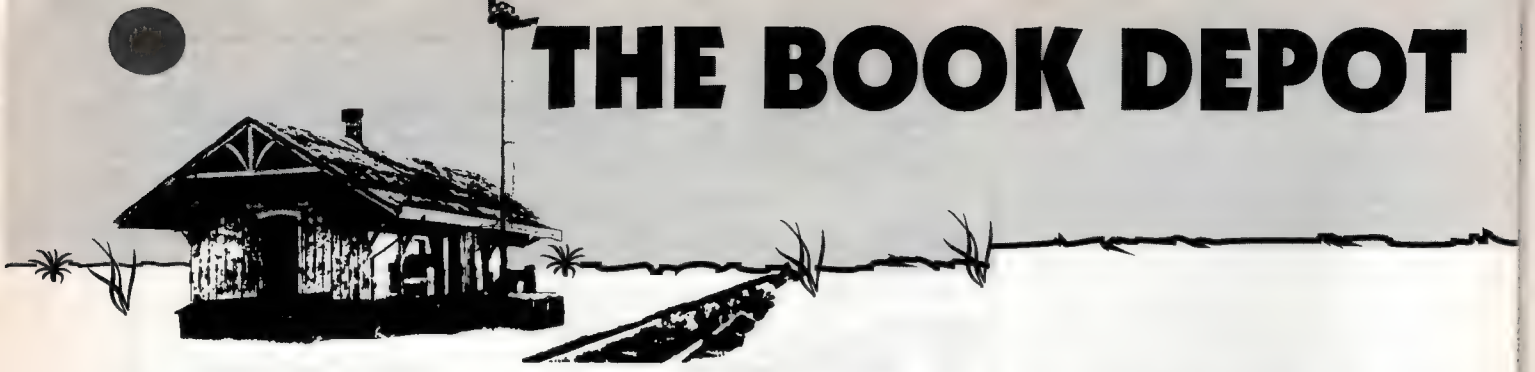

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recall their days in southern California while the viewer is treated to excellent 16mm films from the 1950s, restored and transferred with state-of-the-art equipment with added audio from the era.

The show begins at a very busy Los Angeles Union Passenger Terminal (LAUPT), and it then moves to Mission Tower on a Del Mar race train day, then on to nearby Glendale, then on a steam-powered Santa Fe Elsinore Branch mixed train, and then on to San Bernardino and Cajon Pass, to Solidad Canyon and Tehachapi Loop. The tape winds up with scenes on SP's Beaumont Pass.

The equipment shown is everything you might expect, and detailed descriptions would fill a book, but keep in mind that the tape covers the last years of steam. At LAUPT, E7s and E8s are shown in both scarlet-and-gray and *Daylight* colors, and the Santa Fe F-units are all in Warbonnet paint. The segment at Mission Tower was shot from within the tower during August 1951, and it is a great time capsule look at both operations and equipment. There was Santa Fe steam for the Del Mar race trains as well as workaday "zebra-striped" Geeps and switchers. UP's parade includes A-B-A sets of Fairbanks-Morse Erie-builts and Alco PAs, and the SP provides 2-8-0s on locals and nearly every type of cab unit in their collection, including the one-of-a-kind E2 6017 (former-UP *City of San Francisco* SF-1) which had to have its *Daylight* diesel scheme altered to accommodate the stainless steel *City of San Francisco* nose herald). A neat tendency at Mission was for the equipment to pass by twice either heading in or out of the LAUPT complex.

Cajon Pass features big Santa Fe steam and helpers (4-8-4s and 2-10-2s) and road freight power (blue F-units), plus a steam-powered fantrip to Barstow to look at the diesels (early-scheme blue and yellow F-units and warbonnet PAs). One great segment shows Santa Fe freights "kicking" their caboose up an inclined spur to allow the helper engines to get out of the way — the caboose would eventually roll down the incline and couple back to its train. Chard Walker, the famous steam-era operator at Summit, narrates this segment.

SP's Soledad Canyon is represented with a fantrip up and over the Tehachapi Loop to Caliente powered by a shiny Cab-Forward and "black *Daylight*" 4-8-4 — with a different 4-8-8-2 and 4-8-4 on the return trip! The special stops often for meeting and passing trains which included just about everything colorful, like A-B-A Santa Fe PAs, solid sets of SP's black widow F-units and Cadillacs and more. Throughout the program, the voices and faces of the our tour guides are presented, most often by Stan Kistler.

So enough from me, already, buy the tape. You won't be sorry — M.D.

We'd like you to meet...

Kurt Bell

The author of this issue's feature on the Strasburg 4-8-0 475 is certainly familiar with the locomotive, as he's been working for the Strasburg since 1992. Kurt describes himself as a "rail preservationist," rather than a railfan, and he recalls that his interest

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in railroading blossomed at age three during a visit to the *American Freedom Train* at Atlantic City, N.J., in 1976. He grew up in Chalfont, Pennsylvania, near New Hope, and at age five, he remembers a ride behind New Hope & Ivyland 0-6-0 No.9 — and by then, "I was hooked!"

Soon, Kurt became increasingly interested in railroading, especially tourist lines and museums. In particular, he admits to having taken nearly 150 trips on the nearby Black River & Western throughout his childhood. "Our family would make frequent shopping forays into Flemington, N.J., while I, on the other hand, found the visits to be golden opportunities to ride behind BR&W's 2-8-0 No.60," Kurt recalls.

Growing impatient with merely riding behind steam, he decided to become involved in rail preservation. When he turned 15, Kurt joined the Wilmington & Western Railroad in Greenbank, Delaware, as a volunteer. The W&W turned out to be the only nearby line with insurance regulations that would permit a volunteer his age. Kurt served as a W&W passenger trainman where he learned the front line operations of a tourist railroad. He adds, "At that point, I knew I wanted to make rail preservation my career."

At the W&W, Kurt served as associate editor of Historic Red Clay Valley's newsletter, the *Lantern* (HRCV is W&W's parent organization), and in 1989 he appeared as a spokesperson in an American Association of Railroads commercial segment filmed on the W&W for the USA Network. In addition, he served as eastern correspondent for the Tourist Railway Association's *Trainline*, and he participated in the combine 16 restoration for the Friends of the East Broad Top.

In 1990, Kurt was invited to Vermont by *Locomotive & Railway Preservation* Magazine for a summer internship. As an editorial assistant, he wrote captions, proofread contributions and maintained the magazine's vast library of railroad periodicals. In particular, he was proud to have been the interim coordinator of the notable *Steam Passenger Service Directory*. One treat working for L&RP was a catbird seat overlooking the Central Vermont. He adds, "Each afternoon, a CV freight would roll through town. All work in the office would stop until it passed. Between working for a rail magazine and watching a passing freight, you couldn't ask for a better mix of the two!"

In the summer of 1991, while starting his freshman year at Millersburg University (just west of Lancaster) as a history major, Kurt hired on with the Railroad Museum of Pennsylvania in nearby Strasburg, as a visitor services assistant. In 1992, he began working on the Strasburg Rail Road as a steward in the parlor car *Marian*, a position he held until 1994. Kurt still works as a conductor on the Strasburg part time, and his tenure at the SRR permitted him to pay close attention to the restoration of the 475.

During 1995 Kurt is working as a staff intern at the Railroad Museum of Pennsylvania, where he is currently researching the impact of African Americans on the railroad industry and developing educational programs on the subject. He will be graduating from Millersburg in August of 1995 and plans include graduate school and a Master's degree in American History.

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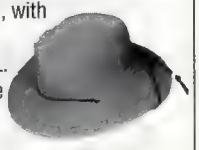
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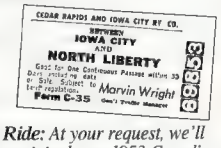

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Kurt credits his influences as Jack White of the Smithsonian, Mark Smith of L&RP and John Hankey of the B&O Museum, among others. He currently belongs to the Railway & Locomotive Historical Society, the Friends of the RRMofPA, the Society for Industrial Archeology and the Brotherhood Union of Railway Preservationists. His interests include railroad history, amusement park history, editorial cartooning (some of which has been published in his college newspaper) and reading.

His writing and photo bylines have appeared in R&R, *Trains*, *Railpace Newsmagazine*, *Milepost* and L&RP, with nearly 15 articles published to date. His first story in R&R was about the New Hope & Ivyland in the October 1990 issue.

Camera Bag

BY JIM BOYD

On Ethics and Internet

GUEST COLUMNIST: MIKE DEL VECCHIO

Did you hear that the California State Railroad Museum in Sacramento has restored their SP Cab-Forward 2-8-8-4 and that they plan to pull a string of restored PFE reefers across the United States in 1995?

Obviously, the previous statement isn't true — and it isn't even a rumor. There are laws against publishing blatant lies or unproven information, and terms like "liable" and "slander" and "damages" soon enter the scene, especially when writing about a person.

Lately, it seems, personal computers (PCs) are getting as common as television sets, and many people have begun communicating with each other using their PCs and a modem (a device that allows PC information to be transmitted between telephones). The most common environment for talking between PCs, or sending electronic mail (E-mail), is the Internet, available through several new dial-in PC networking firms. The Internet, and similar forums, are so new that laws specifically governing their use haven't been passed yet, and there likely isn't any practical way to police the information being passed through this new cyberspace. Several months ago there were discussions in Congress about open access electronic mail, in that there were people despatching medical advise, and there was no way to check credentials. That can be dangerous, and the source of misinformation can remain anonymous. Although, since information on the Internet or World Wide Web or E-mail is a cross between printed matter and "broadcast" information, the specific laws of either realm could apply.

Forums for railfans have started on the Internet, and many contributors have been sending us printouts of certain items from their computer screens. Most of the information is good stuff, and after confirming the information some has made it into these pages. A minority of the information, we've noticed, is just plain wrong and almost as bogus as my opening sentence.

Recently, R&R was the victim of an Internet rumor that said we had arranged for "exclusive photography rights to the first run of the Susquehanna SD70Ms ..." While the comment seems harmless, we were getting dozens of calls asking about it, including a call each from the NYS&W and EMD. Since no one on the R&R staff is yet on the Internet, we were taken quite by surprise, and we understand that there was quite a flurry of uncomplimentary commentary towards us from several Internet users. Since the rumor wasn't true, many of the first people to call here to complain were willing to come to our defense (thanks, guys), and in the end we probably came out better, publicity wise. And be assured that, if we could arrange for something special on any railroad, we would open it to anyone, as we did with the Baldwin Field Day with SMS Rail Service's rare pair of DS4-4-1000s (see August 1995 issue, page 65). The rumor turned out to originate in a hobby shop.

We at R&R would like to encourage ethics and discipline when posting free access

THE OVERLAND ROUTE

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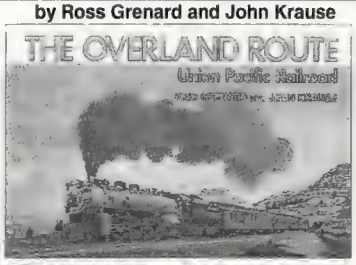

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information. Watch credible television newscasts and read credible newspapers (I realize these are oxymorons), and pay attention to how their journalists report information and what they report. Here are a few additional tips:

If it's a rumor, say it's a rumor. Keep in mind that most rumors are better left unbroadcast.

State your source, ie., a railroad employee, a company official, a newspaper report or a trackside railfan. Specific names aren't necessary, unless it adds weight to the statement, like a railroad president, for example. Keep in mind that many people don't want their names broadcast as a source, and often broadcasting a name associated with proprietary information can cost that person his job. That's especially true nowadays when some railroads consider locomotive fleet sizes, maintenance and retirements to be competitive information.

Think about what is to be gained by broadcasting a news item. For instance, if you're telling someone that the new hand brakes are easily released by..., remember that someone else can read that, release a car and cause lots of damage and cost lives. Telling someone how to start or operate a locomotive could have — and has had — the same result. Broadcasting the names of the crew involved in a mishap isn't necessary, either, as it gains nothing and only causes further embarrassment. And don't believe everything you see — the view from the ground is much different than the view from a locomotive — things aren't always what they appear to be, and the "truth" may be subject to considerable interpretation.

Also keep in mind that early reports of developing stories can hurt a project, as the opposition can also read the premature information and plan a defense, or the early news can effect the planned marketing. An example of the latter: If any of the consultants had leaked information of the 1994 series of 29¢ Locomotive Stamps before the formal announcement by the Postal Service, that entire project could have been dropped. Don't be afraid to ask if the information you're being told is yet public.

It's a difficult balance when deciding what to publish, and the R&R editors are tormented with these decisions almost daily. But with a little ethics by the users, the Internet could become a whole lot more credible, and, thus, much more useful. Check before you peck on that keyboard.

The fledgling rail forums on the Internet and other networks are going to become tremendous avenues for increasing railfan camaraderie and in disseminating information. After our rumor incident, we've begun working on setting up regularly updated news pages for hot stories, ferry moves, etc. — and for responding to posted stories and rumors that we know aren't true. (Watch for our address.com.)

Let's practice good journalism habits now, while the Internet is young, to set good examples for the millions of newcomers who will go on line to "Surf the Net," "Wander the Web" or "Roam the Foam."

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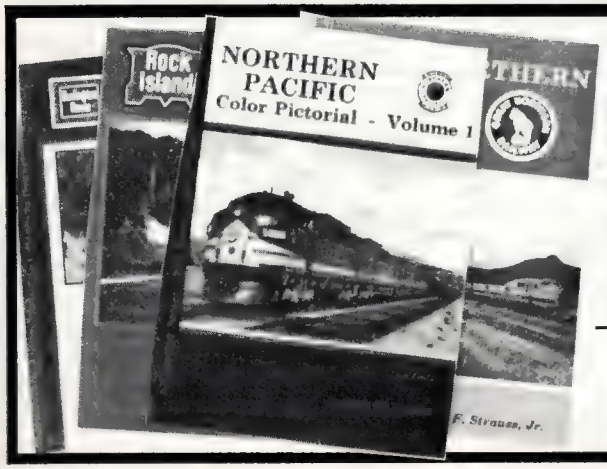

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Transit Currents

Yakima Future Lo

Ken Johnson wrote a letter brimming with information about the electric railway situation in Yakima, Washington. In 1994 the city of Yakima funded a comprehensive restoration study of the entire Yakima Valley Transit (YVT) system, which deemed the railroad to be restorable; a detailed restoration plan and budget were developed. In 1995, the city of Yakima and the Yakima Interurban Lines Association (YILA) applied for two grants from the U.S. Department of Transportation. Toward the end of April 1995, a $311,000 grant was awarded to begin the restoration work. The other grant is still pending.

Meanwhile, a new wye has been constructed at the YVT yards at Third and Pine streets to replace the wye that was lost at Selah last year. Funding for the new wye was provided by the city of Selah. Selah has also relocated the remaining YVT tracks within its city limits and has built a small park with a parking area at the end of the line. A waiting station, or perhaps a gazebo, is also in the plan for this park.

Concerning the rolling stock, in 1994 Oporto trolley 1776 was overhauled by YILA. volunteers. Since the car came to Yakima in 1974, this is the most extensive overhaul work that has been done. This year, Oporto car 1976 will be removed from service for a major overhaul. Ken feels that the future of YVTA looks brighter today than it has in many a year. Thanks, Ken!

San Diego Trolley to the Stadium

It appears that the San Diego Trolley will be extended through the Mission Valley area to Jack Murphy Stadium. The first part of the line had already been approved, and now the remainder has the go ahead. The aim is to get the second part of the 6.1-mile route built in time for the Superbowl, scheduled for January 1998 at San Diego's Jack Murphy Stadium. The first three miles of the line from Oldtown, north of downtown San Diego, to the Hazard shopping center was the subject of a contract let early in April of 1995. A contract to complete the line to 6.1 miles by 1997 was let in the latter part of April.

The line will serve the Fashion Valley shopping center, the Mission Valley center and, of course, the San Diego Jack Murphy Stadium. So far it appears that the prospect of extending trolley service up the median of Interstate 15 is not a sure thing for the future. A consultant has recommended against locating the tracks in the interstate median for a variety of reasons. Thanks to Douglas I. Duncan for the news.

GO Train to Oshawa

Oshawa, Ontario, is a city of 140,000 people located about 30 miles east of the Toronto metropolitan area border. It is the home of General Motors of Canada's headquarters as well as three automotive plants. For years, the good people of Oshawa have been wanting GO train service to link them directly with downtown Toronto and other places to the west and avoid having to take the GO bus and then transfer to the GO train at Pickering, or drive west and do battle for parking space at the Whitby, Ajax and Pickering stations.

January 9, 1995, was the big day for the introduction of through service; 33 trains are now scheduled for full peak weekday service. GO Transit anted up $5.2 million for the construction of a 2200-space car park along with access roads, bridges and the laying of additional track. Between 5:37 a.m. and 8:41 a.m. there will be 17 trains westbound to Toronto. Between 3:41 p.m. and 7:41 p.m., 16 eastbound trains will head toward Oshawa from Toronto. Sixteen trains will be offered eastbound from Toronto to Oshawa from 6:13 a.m. to 8:13 a.m. and from 3:13 p.m. to 7:13 p.m. The Oshawa transit system is offering bus service to shuttle people from the downtown bus terminal at Oshawa Centre to the GO Transit rail station. Because of intelligent fare integration, one ticket will suffice for using both services.

Oshawans are still not completely satisfied, as they would like to have rail service throughout the day. As it is now, midday trips require a bus trip to Pickering. Moreover, there is a bit of disappointment in the fact that it took twelve years from the time the Province of Ontario promised it would provide the rail service until it was actually delivered.

There may be more good news for Oshawa; as Richard Oldfield wrote in his letter to me, rumors are that there will be a return to a full seven-day-a-week, all-day service on the GO Transit lakeshore line between Burlington on the west and Oshawa on the east. A provincial election is coming up, and the announcement of such service would be popular with voters.

Mr. Oldfield also makes the important point that the Oshawa transit service is integrated with the GO train schedules. That means that commuters who show their GO tickets can ride the city buses at no extra charge in order to reach the GO Transit station at Thornton Road and Bloor Street. We need more of that sort of integration in the U..S. Many thanks to Richard Oldfield for the interesting information.

Newark Airport-Train Line

Tim Apgar informs me that it appears that a new Northeast Corridor rail station to serve the Newark International Airport is increasingly likely. In the latter part of January 1995, the Port Authority of New York and New Jersey applied for federal

BY GEORGE M. SMERK

Looks Bright

funding to build the new station. It would be linked into the airport by extending the elevated monorail now under construction to a new station proposed for Haynes Avenue.

The airport station is expected to attract about 8000 or 9000 passengers a day. The station would give a tremendous advantage to travelers because it would make the airport easily accessible from Midtown Manhattan, Hoboken, Newark, Elizabeth and many local rail stations in counties in the northern part of New Jersey.

The funding for the proposed station and the monorail extension would be derived from the proceeds of the of $3.00-per-passenger boarding fee collected by the Port Authority at its airports since October of 1992. Because of the source of the money, approval is required from the Federal Aviation Administration rather than the Federal Transit Administration. Always progressive in their thinking, the airlines are generally opposed to such improvements because they would rather see things done at the airports to reduce the costs of space leased by the airlines. Airline management must have forgotten that its passengers have to get to the airport. Thanks again to Tim Apgar.

News from Philadelphia

Bill Vigrass sends news that fares charged by the Southeastern Pennsylvania Transportation Authority are scheduled to go up. Cash fares on buses, trolleys and subways would stay at $1.50, but token prices would cost a dime more at $1.15 rather than $1.05. Transfer prices would rise from 40¢ to 50¢ cents. The weekly TransPass good on all transit service would rise from $16.00 to $17.20. There would be about a 7.5% increase in the cost of weekly and monthly rail passes for the commuter lines in the Philadelphia area. I remember when riding the trolley in Philadelphia cost 8¢ and transfers were free. If you were going to make a transfer downtown you bought an exchange for 3¢. Time and money sure do fly.

A section of the old Philadelphia & Western bridge in Norristown has been replaced. The aim was to let Conrail double-stacked trains make their way along the former Reading line underneath the bridge. The old structure was vintage 1912 and was probably about ready for maintenance anyhow.

One of the old-time setups of the SEPTA commuter service was the Shops at Paoli, constructed many years ago when the Pennsylvania Railroad electrified the service. The Paoli Shops are still open, but not for long, and will be officially closed some time in the near future, The new Overbrook maintenance facility was opened early in 1995 at a cost of $35 million. The multiple-unit car work will be handled at that location in the future.

The Philadelphia to Atlantic City Amtrak and NJ Transit services have never done very well insofar as passengers or money is concerned. As part of its nationwide cutback, Amtrak announced it would end its service on April 1 of 1995; however, Amtrak is offering to continue the service if the state of New Jersey will make up all the losses. No word yet from New Jersey.

By the time you read this, the new downtown trolley service should have started on 11th and 12th streets in Philadelphia, operating between Noble and Bainbridge streets. Route 23 track plus some new track installations will be used for the service. While erstwhile PTC Peter Witt car 8534 will be used from time to time, the regular service will be provided by three PCC cars. One of these will be in Red Arrow colors while two will be in Philadelphia Transportation Company livery.

Flashes

In mid-March of 1995, **ABB TRACTION**, Inc. won a $2.4-million contract to overhaul eight passengers coaches for the Northern Virginia Transportation Commission and the Potomac & Rappahannock Transportation Commission to be used by the Virginia Railway Express. The 40-year-old coaches represent the first contract for ABB Traction's remanufactured products division.

The **MASSACHUSETTS BAY** Transportation Authority has ordered 100 low-floor light rail cars for the Green Line. The builder of what will be called Type 8 cars will be Breda Construzioni Ferroviarie. Breda will also modify the Type 7 cars supplied by Kinki Sharyo so that both Type 7 and Type 8 cars may be operated together. The new cars will resemble those currently in use in Grenoble, France. They will be 72 feet long with three doors on each side. Final assembly of the new cars will occur at a site in Massachusetts.

Kenneth Josephson writes that **LAS VEGAS** will soon see a $25-million monorail line that will link Bally's and the MGM Grand Hotel and theme park. Josephson notes that three other peoplemovers are in the Las Vegas area. One is at McCarran International Airport, one is at the Circus-Circus hotel complex, and another is 40 miles away in State Line, Nevada.

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. Ninth Street, Bloomington, IN 47408-3805

TRANSIT GLORIA MUNDI

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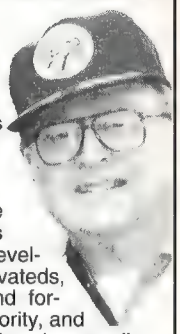

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TOURIST LINE CATASTROPHES June 1995 was, without a doubt, a very bad month for restored steam. The worst two of the following incidents caused injuries to engine crews and passengers, but no fatalities.

Boiler explosion: The Gettysburg Railroad's former-Canadian Pacific G5d 4-6-2 1278 experienced a firebox failure during a passenger run on Friday, June 16th. After battling the heavy grade known as "the wolf pit," 1278 was just beginning to level off at Gardners, Pa., when the firebox let go. Reportedly, the fireman had a shovel in the firebox door at the time, so some of the fire and steam entered the cab. Both firemen jumped, and they sustained burns, plus injuries from the jump. At press time, the firemen were still in separate burn centers. The engineer, 48-year-old Jim Cornell, Gettysburg general manager and son of owner Sloan Cornell (who also owns the Knox & Kane in north-central Pennsylvania), stayed with the locomotive and brought it to a safe stop. He sustained burns over 60% of his body. Most are third degree, and he apparently breathed some of the hellish atmosphere, resulting in upper respiratory injuries. The worst burned areas include the fronts of his legs, his arms, back and some of his face. The least burned areas were covered by his bib overalls. Initially, the doctors said that if Jim survived five days he would likely come through it. Five days later his condition was still critical, he still couldn't open his eyes and antibiotics were being administered to fight newly occuring infections.

The Gettysburg hired J. David Conrad, CMO at the Valley Railroad, as a consultant and locomotive expert to aid in the NTSB evaluation, and the Hartford Steam Boiler Inspection & Insurance Company sent their own inspector. The initial investigation found several factors that contributed to the failure. Perhaps most significant was a partial blockage within the water sight glass (the sight glass permits the crew to actually see where the boiler water level is). Partially blocked, the sight glass would not respond quickly to changes in the level of the water in the boiler. It appears that the firebox crown sheet was not covered with water when the failure occurred. The heated crown sheet softened and bulged under the boiler pressure, ripping away from the staybolts (**see page 10**).

The firebox damage was minimal considering the circumstance. The crown sheet near the flue sheet had sagged, tearing away from roughly 60 crownstays (threaded "bolts" that keep the inside crown sheet and outer wrapper sheets a specific distance apart), but not tearing the crown sheet itself or breaking it away from the flue sheet. All of that pressure, steam and boiling water escaped through the roughly 60 holes (the boiling water under pressure is at a much higher temperature than 212 degrees; when the pressure vessel ruptures, all that too-hot water tries to turn instantly to steam, producing a violent and sustained explosion). Reports from the cab say that the sound was a bang when the firebox let go. Reports from the train say that it sounded like a "vicious wheel slip."

Gettysburg excursions resumed with diesel power a few days later. The FRA and NTSB expect to release their findings in September. In addition to the 1278, Gettysburg also has former-Mississippian 2-8-0 76, and when asked about its condition, one railroad spokesperson replied: "It's serviceable, but we've got no one to run it."

Runaway: On the Nevada Northern tourist railroad in Ely, Nevada, on June 17th, a flatcar loaded with railroad crossties errantly rolled down the main line and crashed into the front of 2-8-0 No.93 on the regular passenger train. Fifty-six people were injured, three seriously enough to be air lifted to Salt Lake City. The engine crew got bumped around a lot but were otherwise okay. The 2-8-0 sustained mostly frame and impact damage — the tender was moved forward by a foot — amounting to more than $200,000 in estimated damage. NN's two wooden passenger cars, coupled behind the 2-8-0, were also badly damaged, one possibly totalled. The steel coach (built from a steel flatcar) received less damage.

The runaway 85-foot flatcar was owned by the Northern Nevada, (note the reversed name) a new freight operator which is opening dormant portions of the line to reach copper and gold mines (June 1995 RAILNEWS). A Northern Nevada track crew was unloading the ties at a siding at Lane City, roughly six miles west of Ely. To expedite the unloading, the track crews had been moving the flatcar without a locomotive, and the car got away from them, venturing out onto the main line. Reportedly, a member of the track crew boarded the rolling flatcar, trying to stop it with a handbrake and was thrown off a mile into the trip. Since ties were hanging over both sides of the flatcar, upon entering a tunnel two miles west of Ely station, the ties hit the portal and scattered, causing some damage but slowing the car only slightly (its speed exiting the tunnel is estimated to have been about 50 m.p.h.). Meanwhile, the loaded passenger train had just left the station heading west and was starting to dig in on the grade when the impact occurred at 1:45 p.m.

The Federal Railway Administration (FRA) and the National Transportation Safety Board (NTSB) were both quickly on the scene. Among the issues being investigated are the lack of radio with the track crew (to warn the passenger train about the runaway) and the use of a derail on the siding (there are no rules against *safely* moving cars without a locomotive).

Nevada Northern executive director Loraine Gleeve said that the freight-hauling Northern Nevada has been working over and above the call of duty to help get the tourist line back operating again. California State Railroad Museum director Walter Gray loaned the tourist line their chief mechanic, Dennis Dougherty, to help with evaluations and repairs, and the Portola Railroad Museum offered some recently purchased VIA coaches. Director Gleeve also mentioned that 4-6-0 No.40 was only a few days from being put back in service and that they hope to be running by the Fourth of July.

Low Clearance: The B&O Railroad Museum's *Tom Thumb* replica was very badly damaged on June 12th when the highway truck carrying it home from display in Lincoln Park (outside the Baltimore Beltway) hit an unmarked low bridge on the off ramp at I-695 and Security Boulevard. B&ORM's director John Ott said that plans are to restore the replica, which was built in 1927 in the very same Mount Clare Shops that house the B&O Museum.

Head-On: What was originally reported to us as a "head on collision" at Golden Spike National Historic Site at Promontory, Utah, on June 6th, turned out to be much less serious. The replica Central Pacific 4-4-0 *Jupiter* and Union Pacific 4-4-0 119 come together eight times daily, with their cowcatchers usually eight feet apart. On June 6th, after stopping on the mark, the *Jupiter* very slowly rolled forward into the 119, slightly damaging its 18-year-old wooden cowcatcher which, afterward, drooped. Park people removed 119's cowcatcher until it can be replaced or repaired.

"What was it the engines said? / Pilots mangled, head-to-head / Half a continent behind each back / They should have made this double track'." -- ANNONYMOUS

B&LE 2-10-4 643 In a surprise twist, Bessemer & Lake Erie 2-10-4 643 was sold to Pittsburgh resident Glenn Campbell (not the singer of the same name). In March, an agreement was reached to donate the locomotive and sell the parts to the Steamtown Grand Opening Committee (June 1995 RAILNEWS), but Campbell's last minute cash offer prevailed. In addition, Glenn promised to set up a 501c/3 non-profit corporation, and to operate the engine in the Pittsburgh area.

The push to sell the 643 came when CSX said that on June 1st it wanted to lease out additional space in the old B&O Glenwood Shops (where the 643 was overhauled in 1987 and is now stored) to another tennant who wanted to expand his operation. As of late June, the locomotive had not been moved.

CELEBRATING V-E DAY On May 6, 1995, World War II veterans were treated to a ride from Lenexa, Kansas, into downtown Kansas City aboard BN's business train powered by Frisco 4-8-2 1522. The trip was in conjunction with Lenexa's big festivities celebrating the 50th anniversary of V-E (Victory in Europe) Day. The accommodations aboard the BN's company cars were more luxurious than the cramped troop trains many of the WWII vets rode off to war in during the 1940s. Some 300 veterans rode the special into Kansas City's Union Station. The 1522 had been in Kansas City over the preceding two days starring in the HBO movie *"Truman"* — JAMES P. BELL.

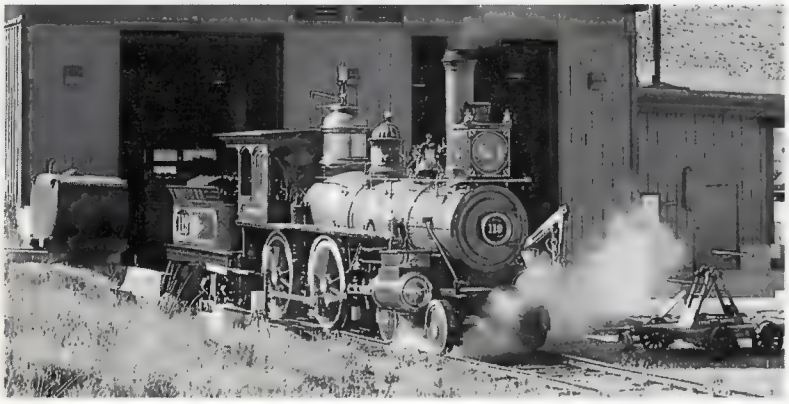
THE SLOSS FURNACE BALDWIN A Birmingham, Alabama, landmark returned home after 19 years when on March 12, 1995, cranes unloaded DS4-4-660 No.30 at Sloss Furnaces National Historic Landmark there. Number 30 had worked at the Sloss site until it closed in 1971, and then U.S. Pipe & Foundry used the locomotive at its No.5 blast furnace in North Birmingham. A broken crankshaft in 1973 severed the relationship, and No.30 was sold to

JAMES P. BELL

CELEBRATING V-E DAY, Frisco 4-8-2 1522 led the BN business train (**left**) from Lenexa, Kansas, to downtown Kansas City on May 6, 1995, with some 300 World War II veterans along for the ride.

UNION PACIFIC 4-4-0 119 looks quite unusual without its wooden cowcatcher (**below left**), removed after slight damage from Central Pacific 4-4-0 *Jupiter*, on June 6, 1995. It's shown on June 12th at Golden Spike NHS in Promontory, Utah.

THE SLOSS FURNACE BALDWIN was transferred from a flatcar to a truck (**below**) on May 12 during its conveyance back to the very Birmingham foundry site where it once worked.



JEFF TERRY

SCOTT LINDSAY, STEAM OPERATIONS CORPORATION

Southern Industrial Machinery Company. In 1975, the unrepaired 30 was sold to Birmingham Rail & Locomotive which installed a new crankshaft and sold it to Gardiner Big River, Inc., in Helena, Arkansas, where it switched chemical fertilizer until retirement in 1987.

Sloss Furnances NHL purchased the 30, and with the help of Scott Lindsay's Steam Operations Corporation, plus Union Pacific, Norfolk Southern, Osborne & Company, Westinghouse, Mayer Electric Supply Company, City Fence Company and Barnhart Crane & Rigging Company, the Birmingham Baldwin came home.

The light blue and white switcher was built in September 1948 with a 600-h.p. 606NA engine, which in the 1960s was replaced with an 800-h.p. Model 606. Sloss plans to cosmetically restore the Baldwin and use it in their interpretation of a 20th Century blast furnace.

GUILFORD RAIL SYSTEM During January 1995, Guilford Transportation merged its elements into the "Guilford Rail System." The corporate names of Boston & Maine, Maine Central, Portland Terminal and Springfield Terminal railroads no longer exist. Since this was largely a paper transaction, operations should change little. The first unit lettered for the new name is believed to be GP40 354 (**page 4**), still sublettered for the B&M. Future repaints may also carry sublettering for the former GTI division to save having to re-register the new identity with the FRA.

DELAWARE VALLEY RS32 211 The new operators of the old Octoraro short line in southeastern Pennsylvania have repainted the first of two RS32s purchased from the East Tennessee Railway during December 1994 in a stunning red and yellow livery (**page 66**) designed by the railroad. The RS32s retain their ETRY numbers 211 (b/n 84027, SP 7302/4002) and 212 (b/n 84035, NYC 8035/PC 2035). The 211 was painted in time for the dedication fantrip of the Reading FP7s, where it was a worthy competitor for attention.

The Delaware Valley is a subsidiary of Rail America, which also operates the South Central Tennessee and other short lines. The 65-mile line is roughly "X" shaped, connecting Wilmington, Del., with Coatesville, Pa., and Chadds Ford Junction and Sylmar, Maryland. The locomotives are kept at Kennett Square, Pa. In addition to the RS32s, the DV rosters former-Huron & Eastern GP7 105 (lettered for the DV), black-painted former-Chessie GP16 numbered "RMI 75," and a blue-painted Alco S2 No.3.

LIVONIA, AVON & LAKEVILLE On June 1, 1995, the Livonia, Avon & Lakeville Railroad, an 8.5-mile short line based in Lakeville, New York, took delivery of a high-nose Alco C420 (**page 66**). The unit was originally Long Island C420 200. It then worked for the Virginia & Maryland and the Eastern Shore railroads before ending up on the Delaware Coast Line Railroad. Before going to the LA&L, it was stored for nine years without use on the Delaware Coast Line at Georgetown, Delaware. En route to the LA&L, the C420 got new traction motors, wheels and regearing at Conrail's Enola engine shop near Harrisburg, Pa. The regearing was necessary because the Alco was still geared for passenger speeds dating back to its LIRR days. The short hood once contained steam heating equipment, and the unit is set up to run long-hood-forward. Some remnants of train-control devices are still visible.

The C420 got to the LA&L in the consist of Conrail local WARO-16 to Avon on Thursday, June 1st, when the ex-New Haven Alco C425 425 coupled to the C420 (still in faded green) and took it to Lakeville. The C420 still has the number 200, the only number it ever wore. The LA&L plans to renumber it 420 to match its model, similar to C425 425. The C420 was almost immediately pulled into the shop to get it running after nine years of storage. Black and yellow paint will follow later in the year — PETE SWANSON.

AMTRAK's *MOUNT BAKER INTERNATIONAL* For the first time in 14 years, Amtrak trains are running on Burlington Northern rails between Seattle, Washington, and Vancouver, British Columbia (**page 65**). Amtrak restored rail passenger service between the two cities on Friday, May 26, 1995. Northbound, the daily *Mount Baker International*, Train 760, leaves Seattle at 7:15 a.m. and is scheduled

to arrive in Vancouver at 11:50 a.m., with intermediate stops at Edmonds, Everett, Mt. Vernon/Burlington and Bellingham. The southbound version, Train 761, departs Vancouver at 6:00 p.m. and is scheduled to arrive Seattle at 10:35 p.m.

The Washington State Department of Transportation expects the running time to be reduced to under four hours by the end of the year with track improvements and modest speed increases. Spanish Talgo Pendular 200 equipment is used on the *Mount Baker International* with an F40PH providing power. Fares run as high as $46.00 round trip with discounts for seniors and children. If the train is a huge success and it survives future Amtrak cuts, Washington DOT officials expect to see more daily trains added to the route in the next few years — STEVE JESSUP.

UP TRIPS TO THE NORTHWEST This September and October, the Pacific Limited Group will be sponsoring passenger trips in the Pacific Northwest on Union Pacific powered by 4-6-6-4 3985 and the E9s. Many of the excursion dates will cover territory where the 3985 traveled in 1993 when it ran to Portland by way of southern Idaho, the Blue Mountains and the Columbia River Gorge. Another segment being revisited for 1995 is the BN/UP line south along the Deschutes River Canyon to Bend, Oregon.

However, the itinerary also includes some rare freight-only mileage on three of UP's more interesting and scenic routes. On September 18, the 3985 is scheduled to run without the E-units from Rock Springs, Wyo., to Pocatello, Idaho, by way of the Granger Cut-off. During September 22-27, the excursion will operate between Hinkle, Ore., and Spokane, Wash., on the "Washy Line" (January 1990 R&R), which is noted for its rugged desert canyons, tunnels and the gigantic Joso Bridge spanning the Snake River east of Ayer, Wash., as well as on the former Spokane International line from Spokane northeast across the forests of north Idaho to Bonners Ferry. Because of weight and clearance restrictions, the 3985 will be cut off the train at Wallula, Wash., resulting in a pure diesel-powered streamliner for the majority of the trip to Spokane and Bonners Ferry. And, during October 7-8, the train will make a round trip from Pocatello, Idaho, north to Silver Bow, Montana. The Challenger will be restricted to trackage south of Idaho Falls, so the E9s will be going it alone on the tough climb over Monida Pass at the Idaho-Montana border.

For exact dates of UP's Northwest trips, see TIMETABLE. Additional information can be obtained from Pacific Limited Reservations, P.O. Box 27081, Salt Lake City, UT 84127-0081; 801/355-5871.

MORE TRAINS BUT LESS STEAM AT GRAND CANYON Arizona's Grand Canyon Railway has announced major changes in its operating policies. The commitment to steam locomotives will be reduced, with steam in use only from Memorial Day to the end of September. Diesel power, which includes ex-CNR FPA-4 6773, will be used for the remainder of the year. GCR president Marshall Bryant noted that annual maintenance costs exceed $1 million per year on Consolidations 18 and 29, which have powered the 128-mile round trips since the railroad started in 1989. In contrast to its reduction of steam, the Grand Canyon Railway also announced that it will expand its yearly schedule and begin operating daily service year around instead of a reduced winter schedule. Meanwhile, restoration work has been slowed on former CB&Q 2-8-2 4960. Superintendent of motive power Robert Franzen hopes to have the big Mike ready sometime in 1996 — HAL LEWIS.

AMTRAK'S *PIEDMONT* On May 25, 1995, the state of North Carolina and Amtrak inaugurated their new Raleigh-Greensboro-Charlotte train, the *Piedmont*. The inaugural train (**page 65**) consisted of state-owned GP40H-2s 1768 *City of Charlotte* and 1792 *City of Raleigh*, six state-owned cars, three Amtrak coaches, Amtrak business car *Beach Grove* and private car *J. Pikney Henderson*. Amtrak corporate communications spokesman Steven Taubenkibell says the locomotive's road numbers commemorate the years in which Charlotte (1768) and Raleigh (1792) were incorporated as cities. Taubenkibell adds that the units were originally B&O 4008 and L&N 3006, respectively, and were retired by CSX in 1991. AMF of Canada rebuilt them for passenger service for North Carolina. The *Piedmont* is scheduled to run opposite the already popular *Carolinian*, making it possible to travel from Raleigh to Charlotte round trip in the same day — FRANKLIN ADAMS.

HALLETT DOCK F-M H10-44 One of the last of a dying breed of locomotives (Fairbanks-Morse) and one of the last H10-44s left in non-museum service is Hallett Dock Company's HD11, located in Duluth, Minnesota. This old high-hood unit was built in September 1946 (b/n L1019) as Minnesota Western No.51 and was then sold to Minneapolis Northfield & Southern as their No.11 in 1959 before being sold to Hallett Dock in the early 1970s, where it has worked ever since. The locomotive works at Hallett Dock's No.6 warehouse (**page 60**) which is located on West 59th Street along the St. Louis River and works in the company of NW-2 HD12. The two locos work in tandem, with the more powerful HD11 performing heavier duties. The old F-M is running well at this time, but it has been promised to the Lake Superior Museum of Transportation in Duluth when its pistons finally quit opposing — MARK COMSTOCK.

ADIRONDACK SCENIC RAILROAD The New York Central seems alive and well on the Adirondack Scenic Railroad, which operates on 4.5 miles of the former NYC Adirondack Division out of Thendara, New York. During the week of May 15-19, 1995, the tourist road repainted its former Hercules Chemical Company SW1 No. 68 (owned by Conrail engineer John Pasarek) in NYC colors with new number 705 (**page 66**). The switcher now looks at home alongside ASR's RS3 8223 in authentic NYC lightning stripes.

WIMPEY U-BOATS A pair of Conrail U23Bs is now working for a third owner (**page 4**). Former Conrail 2785 and 2786, nee-Lehigh Valley 509 and 510, were acquired by Wimpey Minerals which operates a very large limestone quarry along Conrail's Harrisburg Line just west of Lebanon at Annville, Pa. The U-boats displaced RS11 360 (ex-Winchester & Western 3606, ex-Central Vermont 3606, nee-Duluth Winnipeg & Pacific 3606) and former Chessie (B&O) GP9 No.1, both of which were traded to Conrail for the U23Bs. Plans call for the pair to be painted into Wimpey's black and yellow paint later in the summer — KEVIN BURKHOLDER.

HORSEPOWER During May 20-21, 1995, the Washington Township Railroad Fair was held at Ardenwood Park in Fremont, California. The park is home to a regularly scheduled three-foot gauge railroad, operated by true *horsepower*. The line is a recreation of the nearby Centerville Branch of the former South Pacific Coast Railroad, which operated the branch with draft horses pulling regular freight cars. The new line has been built and wooden rolling stock restored by the Society for the Preservation of Carter Railroad Resources. The Carter Brothers were early railroad car builders whose factory was in nearby Newark, California.

The star of this year's fair was a Falk, an 1884 "gypsy rigged" 0-4-0T built by Marchutz & Cantrell in San Francisco. It operated on the Elk River Mill & Lumber Company and is currently operated by the Northern Counties Logging Interpretive Association of Eureka, California. It normally runs at Fort Humboldt State Park in Eureka. The operation of the Falk at Ardenwood was the first use of a steam locomotive there. Since the Falk is a standard gauge locomotive, a third rail was laid on one of the SPCRR sidings (**page 60**). The Falk pulled a restored three-foot gauge flatcar, former Diamond & Caldor No.64, with passengers for a unique dual-gauge train. Horse-drawn rides were given using a restored 1888 Carter Brothers flatcar, North Shore 1752.

Other events at the railroad fair included operation of a steam-powered tractor, restoration demonstrations of wood and metal working techniques and the reenactment of the locally famous 1877 Shotgun Stand-off between the South Pacific Coast Railroad and a local rancher. Other railroad equipment was also displayed from the SPCRR collection — DON MARENZI.

SUSQUEHANNA By June 8, 1995, the three New York, Susquehanna & Western SD70Ms were finished and ready to roll from VMV at Paducah, Kentucky, (**page 4**). As reported last month, the units were shipped in primer from GM's London, Ontario, plant to VMV, where final painting could be done quicker. However, paperwork snags delayed the expected May delivery. One of the major

ALVIN SMITH

BC RAIL BEGAN its steam season out of North Vancouver on June 3, 1995. Ex-CPR 4-6-4 2860 and 2-8-0 3716 hammered through Porteau Cove while taking the first run to Squamish.

JOHN SMATLAK

WALKERSVILLE SOUTHERN

WALKERSVILLE SOUTHERN ran its first excursion over part of the PRR Frederick Secondary out of Walkersville, Md., on May 27 using ex-Wilmington & Western 18-tonner No.1.

ORANGE EMPIRE RAILWAY MUSEUM operated specials on the AT&SF San Jacinto Branch between Perris and Highgrove, Cal., during April 22-23. On April 15, a test run climbed the 2.2% of Box Springs Grade (**right**) with OERM diesels on both ends.

hold-ups was, of all things, a lack of toilets on the units. VMV reportedly solved that by removing toilets from Santa Fe SD75Ms 228, 229 and 230, which were also at Paducah for final painting. (The *real* number crunchers will want to know whether the toilets from Santa Fe 228, 229 and 230 were installed in NYS&W 4050, 4052 and 4054 respectively or in random order). The Susquehanna's revised estimate for a delivery date is early July.

In addition to the SD70Ms, Susquehanna also purchased a pair of Burlington E9s from National Railway Equipment in Silvis, Illinois. The two units, former-BN 9921 and 9915 (nee-CB&Q 9921 and 9933), will be numbered 2400 and 2402, respectively. The 2400 was painted in a wine, gold and black livery (to match the passenger cars) by press time, and it was to be on the NYS&W in time for the Steamtown Grand Opening.

ORANGE EMPIRE RAILWAY MUSEUM An interesting side show to the Sunkist Orange Blossom Festival which brought Santa Fe 4-8-4 3751 to Riverside, California, during April 22-23 (August 1995 RAILNEWS) was the movement of two special trains to the event from the Orange Empire Railway Museum in nearby Perris. The trains ferried a five-car museum consist to Riverside and provided round trip excursions for the public. Saturday morning's train participated in a dedication ceremony for the historic 1891 Santa Fe depot in Perris (honoring its listing on the National Register of Historic Places) and then journeyed north on the Santa Fe San Jacinto Branch to reach the Santa Fe main line at Highgrove.

A highlight of the trip was the twisting descent of the 2.2% Box Springs Grade. At Highgrove, a Santa Fe crew was waiting with a locomotive to shuttle the OERM display cars east to Riverside, where they were positioned across the station platform from the 3751. Non-display cars then returned to Perris. The display train featured ex-Soo Line business car 54 *Rubidoux*, UP dorm-lounge 1530 and chair car 542 and AT&SF baggage-coach 2602 and RPO 60. Over 5500 people toured the cars during the weekend. A test train had been run over the San Jacinto Branch the weekend before the festival. Late in the test run, however, the vintage OERM diesels that were selected to handle the train — SP U25B 3100 and DOT MRS1s 012 and 015 — developed mechanical problems, so the actual festival trains were powered by Santa Fe units.

WALKERSVILLE SOUTHERN On May 27, 1995, Maryland short line Walkersville Southern ran its first excursion train, powered by Plymouth 18-tonner No.1, formerly of the Wilmington & Western. Since late 1993, the WS has been operating out of Walkersville, Maryland, on part of the ex-PRR Frederick Secondary. The line once ran from Columbia, Pa., southwestward through York, Pa., and Keymar, Md., to Frederick. In 1972, Tropical Storm Agnes washed out the bridge over the Monocacy River, severing the branch between Walkersville and Frederick. For 20 years, the six miles between the two towns was out of service. Since WS became operator of the line in 1993, roughly 1.5 miles of the storm-damaged track has been rebuilt, with more coming on-line each month. During 1995, the new excursion train will run on the fourth Saturday of the month. When rehabilitation of the rest of the line is completed, WS plans to run regular diesel-powered excursions.

BC RAIL BEGAN Saturday, June 3, 1995, saw the beginning of the *Royal Hudson* passenger season on BC Rail between North Vancouver and Squamish, British Columbia, along spectacular Howe Sound. The first weekend saw doubleheaders with CPR 4-6-4 2860 and 2-8-0 3716, pulling long trains. Normal operation will be daily, and the locomotives will doublehead during long weekends in 1995.

In other news, BC Rail is looking into converted its passenger service to Lillooet into locomotive-hauled consists, as the fleet of Budd RDC cars is becoming too expensive to maintain. GO Transit style bi-levels and/or dome cars are being discussed.

CONWAY SCENIC RAILROAD

1995 Guide to Dinner Trains

by James D. Porterfield

Consider this contradiction: The *1995 Guide to Dinner Trains* occupies fewer pages than the *1994 Guide* because there are more dinner trains than ever. If we were to give this year's trains the same coverage as last year's, this feature would have occupied the entire issue. Here are the criteria for selecting trains to include in the *1995 Guide*:

1. Train selection was limited to only those which give riders a rail dining experience.

2. Trains which offer food service as a part of their ongoing passenger operations, whether operating railroads (i.e., Alaska Railroad) or tours (i.e., Princess Tours), are listed under "Other" on the last page, with a telephone number to call for complete information. Private luxury trains — yep, there's more of them, too — are not included but will be the subject of ON THE MENU columns in October and November.

3. Space consideration also led to a decision to shorten descriptions of the food. Each train, unless otherwise noted, offers a choice of three entrees: meat, poultry and seafood. If, like me, you consider an entire meal (say, the cowboy barbecue picnic on the Crooked River Dinner Train) or a specialty dish (such as the Apple Pie Baked in a Paper Bag on the East Troy Electric Railroad) to be as rewarding as the train ride, I hope you'll call the train operator for more information and that what you learn will excite your palette. Most offer one or more "specialties of the house."

The *1995 Guide to Dinner Trains*, arranged alphabetically by state and then originating city of departure, provides the information you need to plan a meal on one or more trains as part of your travel itinerary. Of course, each is also a worthy destination itself. Dinner trains fall into three categories:

1. Year Around: restaurants set onboard trains.

2. Tourist/Museum: railroads which operate dinner trains seasonally or on special occasions.

3. "Ride 'n Dine" (or "Dine 'n Ride"): operations wherein the train transports you to or from a meal presented off board.

Do not pre-judge the quality of the dining experience by the category of train. Many Tourist/Museum trains, for example, offer fresh food prepared on board by experienced chefs or top quality meals delivered up by leading caterers in their area.

Things to keep in mind:

To guarantee that you get the menu selection you want, you are usually expected to make your dinner selections at the time you place your reservation.

Prices, unless noted as "average," are for a complete meal. If there is an extra charge for train fare, tax or gratuities, it is noted. Alcoholic beverages, if offered, are nearly universally on a "cash bar" basis.

Regardless of how train operators describe their dress code, they intend that you dress as you would to go out to dinner in a comparable restaurant anywhere. No shorts, T-shirts, swim suits, sandals or bare feet, please.

All trains have a complete or partial ban on smoking. Many of those with a complete ban, however, noted that smokers could be accommodated on the vestibule. Ask your conductor.

Most train operators can accommodate requests for vegetarian meals if you make this desire known when making your reservation.

Several operators noted on their questionnaire that they are "wheelchair accessible." I had not posed a query on that subject, assuming (perhaps naively) that because it's the law, all dinner trains are in compliance. Some trains — those which board in remote, often rural, settings come to mind — would benefit from advance notice in order to get equipment in place to accommodate a disabled guest.

The confirmed reservation and cancellation policies noted

several weeks in advance to assure space, earlier still during heavy tourist seasons in the subject train's locale. Last minute calls may turn up available seating due to cancellations, but don't count on it.

Few dinner trains feature a children's menu, though some offer reduced fee structures for children. Many, however, discourage bringing children, especially those under age 5, on board. Paying full fare for a picky-eating 7-year-old may be discouragement enough.

Finally, note that some dinner trains operate on schedules in addition to those formally announced and included here. As one operator of a year-around train put it, "I sometimes operate as many as ten trains a week. If I have a charter for an off-day, and the charter does not sell out the train, I will book other interested diners on the trip." That says "anything's possible," so check with a train operator when you are in the area to see if the schedule has been supplemented.

Guide to abbreviations

The following codes and their meaning are found in the NOTES section of each entry: A/C = Air Conditioned; M/GS = Museum and/or Gift Shop on the premises; BYOB = Bring Your Own Bottle for alcoholic beverages, set-ups usually provided; CRR = Confirmed Reservations Required (many will require payment in advance, as well, to protect them against the expense of no-shows), and CP = Cancellation Policy (usually expressed as the number of days or hours prior to your reserved time that management will accept a cancellation). Credit Cards Accepted: AE = American Express; DI = Diners Club; DS = Discovery; MC = MasterCard; VI = Visa, and CB = Carte Blanche. Most will honor Traveler's Checks, though making change in a remote location may prove difficult.

Confirm by phone

Every effort has been made to compile a complete and accurate list of the dinner trains operating in North America. Nevertheless, as your trip approaches, consult by telephone with the operator of the train(s) you plan to patronize. Only in this way can you avoid the inconvenience that may result from either errors I have made or changes operators have made after the *Guide* was compiled.

Bon appetit!

ARKANSAS

Eureka Springs, **Eureka Springs & North Arkansas Railway**, ES&NA depot, 299 North Main Street, 72632; 501/253-9623. North end of Eureka Springs on Highway 23N. Tourist/Museum. Since 1984. EMD SW1 4742 pulls two ex-RI commuter cars converted into dining cars. Lunch offers three entrees at $13.95 inclusive (children under 8, $7.95). Dinners feature Chicken Eurekan, baked trout or prime rib au jus $19.95 (plus tip). Through wooded valley in Ozark mountains. Operations: Lunch trains May through October depart at 12:00 p.m. and 2:00 p.m.; Dinner trains April through November depart at 5:00 p.m. and 8:00 p.m. Board ten minutes before departure. Closed Sundays except holidays. Four mile round trip takes approximately 1½ hours. NOTES: Seats 104; A/C; casual/semiformal attire; no children under age 5 on dinner trains only, no separate children's menu; smoking in selected seating areas only; cash bar, wine and Champagne only; Group rates for 7+; M/GS; CRR one week in advance. CP 24 hours. AE/DS/MC/VI.

CALIFORNIA

Fish Camp, **Yosemite Mountain-Sugar Pine Railroad**, 56001 Highway 41, 93623, 209/683-7273. Four miles south of Yosemite National Park or twelve miles north of Oakhurst on Hwy. 41. Dine 'n Ride. Since early 1970s. Outdoor mountain steak BBQ (chicken breast or vegetarian available with advance notice). Adults: $27.50; Children 3-12: $15.00 (price includes meal at station, logging steam train to Lewis Creek Canyon, stopover for campfire/entertainment and return). Westside Shays 10 and 15 follow restored 1907 trackage of Madera Sugar Pine Lumber Co. Operations: Saturdays through October 7; Specials: Moonlight Melodrama 8/6 and 9/10. Arrive 6:00 p.m., train departs 7:30 p.m., four mile ride, allow three hours. NOTES: Seats 210, casual attire, children's menu, smoking at station only, bar service, charters available, M/GS, reservations suggested seven days in advance. CP 24 hours. MC/VI.

Napa, **Napa Valley Wine Train**, 1275 McKinstry Street, 94559. General information: 707/253-2111, Reservations: 800/427-4124. Off I-80 onto Hwy. 37 to right on Hwy. 29. to right on Napa/Berryessa Junction to downtown Napa, go past First Street to right onto McKinstry to depot on right. Year Around. Since 1989. Four ex-CNR Alco/MLW FA4s, two ex-NP and D&RGW Pullman parlor cars, ex-SR Pullman coach converted to kitchen car, ex-Pullman sleeper converted to dining car. A seasonally changing four-course meal, with over 100 Napa Valley wines available separately. Lunch $25.00, Champagne brunch $22.00, dinner $39.50. All are *prix fixe* (fixed prices), and each is plus train fare: round trip brunch or lunch $30.00 per person, dinner $24.00 per person (deli car train fare is $24.00, and food is ala carte), plus tax and tip. Along ex-SP Napa Valley Railroad track through California's fabled Napa Valley past vineyards and wineries large and small, 36-mile round trip. Specials: Murder Mystery Dinner Theatre each month, Sweetheart Serenade (Valentine's Day) and a weekly Vintner's Special which highlights a specific local winery. Schedule(s): Brunch: Saturday, Sunday and holidays, board 8:30 a.m., depart 8:55 a.m., return 11:30 a.m. Lunch: Saturday, Sunday and holidays, board 12:10 p.m., depart 12:30 p.m., return 3:30 p.m.; Monday through Friday: board 11:00 a.m., depart 11:30 a.m., return 2:30 p.m. Dinner: Saturday, Sunday and holidays, board 5:30 p.m., depart 6:00 p.m., return 9:00 p.m.; Wednesday through Friday: board 6:00 p.m., depart 6:30 p.m., return 9:30 p.m. NOTES: Seats 220 for dinner, 260 at lunch and 150 for brunch; A/C; casual attire; children's prices (brunch only $10.00); no smoking; bar service; group rates and charters available; GS; CRR 24 hours min. CP 24 hours. AE/MC/VI/DC/CB/DI.

YOSEMITE MOUNTAIN-SUGAR PINE RAILROAD

STEAM AND DINING go well together on the Yosemite Mountain-Sugar Pine Railroad where you ride behind a narrow gauge Shay to a mountain barbecue, or on New Hampshire's Conway Scenic Railroad (**opposite**) where engines like this ex-CNR 0-6-0 power a train with luxurious dining cars serving fine meals en route.

CONNECTICUT

Essex, **North Cove Express**, Railroad Ave. (office: 176 Laning Street; Southington, CT 06489). In Connecticut 800/398-RIBS (7427), out of state 203/621-9311. Take I-95 to Exit 69 to Route 9 North to Exit 3, go left into Essex at Valley Railroad. Tourist/Museum. Since 1989. A GE 60-ton diesel pulls three "beautifully restored" dining cars, including a 1924 ex-New Haven Pullman and the *Wallingford*, a 1928 Pullman former parlor car. Dinners offer choice of three entrees. $29.95-$34.95 (plus tax, tip, beverages). Twenty-six mile round trip along scenic Connecticut River past New England farmhouses and salty marshes, with a stop at the picturesque dock on Deep River; turn at historic Goodspeed Opera House. Operations: Through November 4. Specials: Murder Mystery nights, Rail-To-River Boat Runs, Barbershop Quartet nights (priced slightly higher). Schedule(s): Dinner trains Thursday through Saturday, board 6:30 p.m., depart 7:00 p.m., return 9:30 p.m.. NOTES: Seats 100; A/C; "upscale casual" attire; no children's menu (children under 8 are half fare); no smoking allowed; bar service; group rates for 60+; charters available; M/GS; CRR two weeks in advance. CP 48 hours notice for gift certificate good on another train, otherwise no refund. MC/VI.

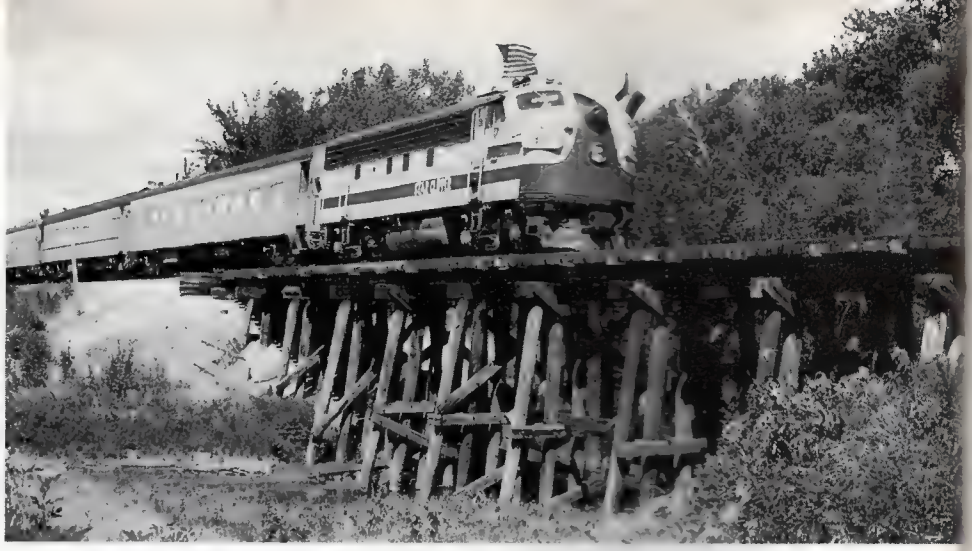
DELAWARE

Lewes, ***Royal Zephyr*** **Dinner Train**, Queen Anne's Railroad, 730 King's Highway, 19958, 800/298-8724 or 302/644-1720. Highway 1/Costal Highway to East on Route 9 at sign reading "Lewes/Capy May Ferry" (adjacent to Lewes) to left onto King's Highway. Tourist/Museum. Since 1992. Vulcan 0-6-0T, ex-Philadelphia Navy Shipyard, pulls heavyweight baggage car (power car) and four restored ex-NH streamlined coaches converted to a kitchen car and three dining cars. Three-course meals feature rotating menu's with choice of three entrees. Follows ex-PRR track through Delaware farmland, vineyards and orchards. Operations: Saturday night through September 30, Murder Mystery Entertainment Train, $95.00/couple, $48.00 single (choose among three entrees, wine included); Wednesday and Thursday night, July 5 through August 31, Dinner Train, $48.00/couple, $25.00 single (one entree, no wine); both feature live music. Specials: Halloween train October 28 and 29; New Year's Eve Party December 31 (prices and departure times vary). Schedule: Board 5:30 p.m., depart 6:00 p.m. return 8:30 p.m.; call for times on other dates. NOTES: Seats 166; A/C; casual dinner attire; not recommended for children; no smoking; cash bar; group rates for 10+; charters available year around; GS; CRR at least 24 hours. CP less than 24 hours, no refund. MC/VI.

Wilmington, ***Epicurean Express***, Wilmington & Western Railroad, Greenbank Park (P.O. Box 5787, 19808), 302/998-1930. Delaware Route 2 to north on Route 41 to right at Greenbank Park to station on right at bottom of hill. Ride 'n Dine. Since 1994. Ex-PRR self-propelled railcar (doodlebug) 4662 built by Pullman-Standard in 1929. Changing menu offers various entrees, including three specialties. Price: $50.00 for Hockessin, $35.00 for Marshallton (inclusive). Up to a 20-mile round trip over ex-B&O Landenberg Branch through quaint, quiet, rural Delaware to either Hockessin (a one-hour trip each way) or Marshallton (a 25-minute trip each way). July 5 & 18, August 1 & 22, September 6 & 19, October 3 & 24, November 1 & 14, and December 5 & 6. Schedule: Board 6:15 p.m., depart 6:30 p.m. (Marshallton) or 7:00 p.m. (Hockessin), return 10:00 p.m and 10:30 p.m., respectively. NOTES: Seats 45; no A/C; casual attire; no children's menu; no smoking; BYOB; charters available; GS; CRR recommended but not required. CP 72 hours for refund. MC/VI.

FLORIDA

Fort Myers, **Seminole Gulf Railway**, (mail to: 4110 Centerpointe Drive, Suite 207, 33916), 813/275-8487. Exit 22 off of I-75 to station west of Metro Mall on Colonial Blvd. Year Around. Since 1990. Ex-IC GP9/GP10 leads ex-SR Budd 1949 dining car *Marco*, ex-CNR 1937 dining car *Sanibel*, ex-RF&P/Auto Train/Ringling Bros. Pullman sleeper converted to dining car *Gasparilla*, and ex-PRR Budd 1949 68-seat dining car *Captiva*. A five-course menu changes monthly and highlights local and regional specialties. Dinner train and Sunday Brunch, $39.75; "High Nooner" lunch $27.50; Murder Mystery, Wednesday and Friday, $49.75, Saturday $54.75 (all plus tax). Dinner trains go North out of Metro Mall over the Caloosahatchee River toward Punta Gorda on a 40-mile round trip; other trains approximate this route, depending on the length of the dining experience. Operations: Dinner train Wednesday, Friday and Saturday; Brunch Sunday, "High Nooner" lunch Wednesday. Specials: "High Nooner" lunch and New England Lobster Bake arranged on demand around group bookings; Murder Mystery, Wednesday, Friday, Saturday; Holidays (Valentine's Day, Mother's Day, Father's Day, etc.); Christmas Rail/Boat Trip; Arcadia Championship Rodeo Train. Schedule(s): Dinner train depart 6:30 p.m., return 10:00 p.m.; Sunday Brunch depart 10:30 a.m., return 2:30 p.m.; and New England Lobster Bake depart 4:45 p.m., return 8:00 p.m.; "High Nooner" lunch depart 12:00 noon, return 2:00 p.m.; Murder Mystery depart 6:30 p.m., return 10:00 p.m. Board 30 minutes before departure. NOTES: Seats 152; A/C; "casual dressy" attire; children's menu on holidays, all other times full-fare and standard menu; no smoking; cash bar; group rates; charters available; GS; CRR at least 24 hours. CP 24 hours. DS/MC/VI.



IOWA STAR CLIPPER

THE *IOWA STAR CLIPPER*, powered by ex-C&NW F7s fore and aft, features two dining cars and a kitchen car for full-course meals — including prime rib or seafood — while running over an ex-IC line out of Waverly, Iowa.

ILLINOIS

Union, ***Nebraska Zephyr***, Illinois Railroad Museum, 7000 Olson Road (P.O. Box 427, 60180, 815/923-4391. Interstate 90 to Marengo Exit to northwest on Route 20 4½ miles to north on Union Road, follow signs to Museum. Tourist/Museum. Since 1987. This ex-CB&Q 1936 Budd articulated trainset is powered by the only EMC E5 remaining in operation and includes a power-baggage-coach, two coaches, diner and parlor/observation car (all stainless; one coach, the diner and parlor/observation make up the dinner train). A fixed-menu five-course meal features a choice of two salads and a land-and-sea main course. $60.00 (plus tip). Makes a 20-mile round trip over ex-Elgin & Belvidere right-of-way, through rolling farmland to the Kishwaukee River. Operations: September 2 & 3. Arrive 3:00 p.m. (price includes admission to Museum), board 5:45 p.m. and 7:45 p.m., depart 6:00 p.m. and 8:00 p.m. respectively, and return at either 7:45 p.m. or 9:45 p.m. NOTES: Seats 32 (dinner train only); A/C; casual attire; no children's menu; no smoking; no alcoholic beverages (non-alcoholic wine with dinner); charters available: M/GS; CRR recommends at least two weeks. CP no refund with less than 24 hour notice. MC/VI.

INDIANA

Connersville, **Whitewater Valley Railroad**, Indiana State Road 121 (mail to: P.O. Box 406, 47327), 317/825-2054. Interstate 70 to Exit 137 to south on Route 1 into Connersville to right on Grand Avenue (Route 121), see station on left. Museum/Tourist. Since 1990. Last regularly-operating Lima diesel, ex-CUT 25, or ex-P&G Alco S1 9339 or ex-M&W GE 70-ton switchers 8 and 210 pull ex-NYC and CRI&P open-window commuter coaches and occasioally ex-Erie equipment. Three-course meal offers choice from five entrees, including Laurel Hotel's specialty: Pan Fried Chicken. $18.00 (inclusive). Former-NYC Whitewater Branch through rolling hills with locks and remains of the Whitewater Canal visible along the route. to Laurel and dinner in the Laurel Hotel Restaurant, known locally for its home-style cooking. Operations: Through November, 1st and 3rd Friday. Schedule: Board 5:30 p.m., depart 6:00 p.m., return 9:30 p.m. NOTES: Seats 100; no A/C (train only); casual attire; no children's menu; no smoking (train only); no alcoholic beverages (train only, hotel has cash bar); charters available (including from Metamora); M/GS; CRR minimum two days. CP no refunds after departure. DS/MC/VI.

IOWA

Waverly, ***Iowa Star Clipper*** **Dinner Train**, 311 E. Braemer Avenue, 50677, 800/525-4773 or 319/352-5467. Highway 3 to downtown at Waverly depot. Year Around. Since 1985. F7s at each end power 1950s-era dining cars *Velvet Rose* and *Snowbird*, with a kitchen car in between. Varying menus offer four-course meals featuring "our famous" Iowa Prime Rib, seafood and the "Chef's Choice." $42.50 (plus tax, tip). A 13-mile round trip over ex-Cedar Valley/Chicago Central/IC right-of-way through ever-changing rural countryside. Specials: murder mystery, musical review, Dixieland band and barbershop quartet trains; New Year's Eve, Valentine's Day and numerous other special occasion operations on an intermittent basis. Schedule(s): Seasonal lunch train (through Labor Day) board 11:00 a.m., depart 11:30 a.m., return 2:30 p.m.; dinner train board 6:00 p.m., depart 7:00 p.m., return 10:00 p.m. NOTES: Seats 144; A/C; semi-formal

attire; no children's menu; no smoking; cash bar; group rates for 10+; charters available; GS; CRR three weeks in advance. CP 48 hours for refund, less than 48 hours reschedule only; no-shows, no refund. AE/DS/MC/VI.

KENTUCKY

Bardstown, **My Old Kentucky Dinner Train**, 602 North Third Street, 40004, 502/348-7300. Forty miles south of Louisville, I-65 to Exit 112 (Bardstown), left onto Route 245 to right at third stoplight onto North 3rd Street to Bardstown depot (the only known dry stone railroad station in Kentucky, it is in the National Register). Year Around. Since 1988. Two FP7As, three Budd streamlined dining cars and one Budd kitchen car, all from the 1940s and fully restored. Meals in five courses, including dessert specialty, Kentucky's Own Kern's Kitchen Derby Pie. Sunday Brunch $51.95, weekday Lunch $52.95, Dinner $59.95; special pricing for children aged 5 through 11 (all, plus tip). A 35-mile round trip along L&N's historic Bardstown Branch past distilleries, over the Jackson Hollow trestle, through tobacco country and past two historic depots. Operations: Through October, lunch and dinner trains every day except Monday; November-March, Saturday lunch and dinner, Sunday brunch and special weekday. Schedule(s): Lunch trains depart 12:00 noon; dinner trains, November-April depart 6:00 p.m., May-October depart 5:00 p.m.; Sunday Brunch depart 11:30 a.m.; arrive up to an hour early, allow two hours on train. NOTES: Seats 176; A/C; casual attire; no children's menu, those age 5 and younger cannot board; no smoking; cash bar (except Sunday); group rates for 24+; charters available; GS; CRR two weeks. CP three or more days in advance for full refund, within three days, no refund but will reschedule. DS/MC/VI.

MASSACHUSETTS

Hyannis, **Cape Cod Railroad**, 252 Main Street, 02601, 508/771-3788. Route 6 to Exit 7 to left on Willow Street to end, then right onto Main Street one block to Hyannis depot. Tourist/Museum. Since 1990. An EMD GP9 heads two Canadian Car & Foundry 1937 dining cars and a 1912 Pullman parlor car, all restored to dining cars *Monomoy*, *Sconset* and *Nobska*, and an ex-CB&Q 1947 baggage car converted into a kitchen car. A five-course gourmet meal of changing monthly selections. $43.95 (plus tip). On 42 miles of ex-New Haven, now Bay Colony Railroad, enjoy salt air and the picturesque Cape Cod countryside going north out of Hyannis past marsh and dune, with glimpses of the bay, seabirds, quaint village life and the Cape Cod Canal. Operations: July-August, Tuesday through Sunday; September-December, Friday through Sunday;New Year's Eve Special. Schedule(s): Board 6:00 p.m., depart 6:30 p.m., return 9:30 p.m. except Fridays, when train boards 6:30 p.m., departs 7:00 p.m. and returns 10:30 p.m. NOTES: Seats 167; A/C; jacket/tie required for men, dress or dressy slacks for women; no children's menu, children under 14 not recommended; no smoking; cash bar; group rates for 25+; charters available; CRR two weeks. CP at least 48 hours. DI/DS/MC/VI.

MICHIGAN

Blissfield, **Adrian & Blissfield Rail Road**, 301 E. Adrian St, 49228 (mail to P.O. Box 95), 517/486-5979. Take U.S. Route 23 to Exit 5 to west on U.S. Route 223 ten miles to Blissfield, cross tracks 1½ blocks to station on right. Year Around (winter months, weather permitting). Since 1991. Two ex-Grand Trunk GP9s work ex-UP 1949 former bar-lounge now dining car *Columbia River*, ex-CNR 1937 former coach now dining car *Canadian Flyer* and ex-CNR sleeper-lounge *Resplendent*. Four-course meals. Friday Murder Mysteries $57.95, Saturday $50.95, Sunday $45.95 (inclusive). An 18-mile round trip over ex-NYC "Old Road Division," the oldest railroad right-of-way west of the Allegheny Mountains, through rich southeastern Michigan farmland, across River Raisin to Lenawee Junction and back. Operations: Friday, Murder Mystery Dinner Train (2nd and 4th Fridays); Saturday and Sunday, dinner train only, with entertainment some Sundays. Schedule: Friday and Saturday, board 6:00 p.m., depart 7:00 p.m., return 9:30 p.m.; Sunday: board 1:30 p.m., depart 2:00 p.m., return 4:30 p.m. NOTES: Seats 135; A/C; casual attire; no children's menu; no smoking; cash bar; group rates for 40+; charters available; private car service available; M/GS; CRR one week. CP at least seven days for refund. AE/DS/MC/VI.

Coopersville, **Coopersville & Marne Railway**, Eastmanville & Main Streets, 49404 (mail to P.O. Box 55), 616/949-4778. Interstate-96 between Grand Rapids and Muskegon, take either Exit 16 or 19, follow signs to downtown Coopersville and depot at intersection of Eastmanville and Main Streets. Tourist/Museum. Since 1992. Ex-GTW SW9 7014 pulls five heavyweight coaches, including one seen in *Biloxi Blues*. Murder mystery trains accompanied by a catered boxed meal of fried chicken and ribs with "fixin's." $30.00 (inclusive). Seven miles out and back over ex-GTW track that crosses creeks by trestle as it ambles through rural western Michigan farmland between Coopersville and Marne. Operations: September-October trains, call for details. Schedule: Board 7:00 p.m., depart 7:30 p.m., return 9:30 p.m. NOTES: Seats 140; no A/C; casual attire; no children's menu; no smoking; no bar service; charters available; M/GS; CRR ten days. CP at least 48 hours for refund. DS/MC/VI.

Walled Lake, ***Michigan Star Clipper***, 840 N. Pontiac Trail, 48390, 810/9609440. Exit 162 off I-96 on Novi Road North to 13 Mile Road to left on Decker Road to left on Maple Road to right on Pontiac Trail for one block to Coe Rail depot on right. Year Around. Since 1984. A restored $4 million trainset that consists of two dinning cars, ex-PRR low-level "*Keystone*" cars, plus a kitchen car, all pulled by one of three Alco 660-h.p. S1 switchers. The five-course menu changes each month. $53.50 (plus tip); $68.50 in Entertainment Car. Ex-GTW, now Coe Rail main line, 20-mile round trip past West Bloomfield Bird Sanctuary & Wetlands and Woodpecker Lane. Specials: Entertainment Car offers diners murder mysteries or musical cabarets; Coe Rail, the regional short line which operates the *Michigan Star Clipper*, also operates the nation's only sleeping car bed & breakfast as part of the dinner train consist. Schedule(s): Tuesday through Thursday and Saturday, depart 7:00 p.m., Friday depart 7:30 p.m.; Sunday depart 5:00 p.m., board 30 minutes early. All train runs are three hours. NOTES: Seats 140; A/C; coat and tie for men, similar for women; no children allowed; smoking in selected sections; cash bar; group rates for 25+; charters available; GS; CRR recommend three weeks for Saturdays, one week for all others. CP 48 hours for refund. AE/DS/MC/VI.

MINNESOTA

Stillwater, ***Minnesota Zephyr Limited***, 601 North Main, 55082, 612/430-3000, outside Minnesota 800/992-6100. Take I-94 to north on Route 95 (becomes Main Street downtown) to Stillwater depot on right. Year Around. Since 1986. FP9 and F7, one at each end of the train, with two diner-lounges, the *Grand Dome* (ex-SP 1938 80-foot dome car), the *Street Croix* Vista Dome Club Car and three additional dining cars, including the 1949 *Northern Winds*. Five-course meals feature regional and specialty items. $52.50 (plus tax, tip). A 15-mile trip along former and current BN tracks through rural Minnesota, traveling along the Street Croix River into Dutchtown, then climb a 2.2% grade along scenic Brown's Creek. Thursday through Sunday thrugh December. Thursday through Saturday board 6:30 p.m., depart 7:30 p.m., return 10:45 p.m.; Sunday board 11:30 a.m., depart 12:00 noon, return 3:45 p.m. Specials: Family Fun Run featuring family tour of Stillwater Depot Logging & Railroad Museum and the *Zephyr* trainset, plus one-hour train ride with a box lunch, $10.00 per child or adult, begins 12:00 noon. Saturdays (by reservation only). NOTES: Seats 220; A/C; coat and tie for men, similar for women; for children see Fun Run note; smoking sections available; cash bar; group rates for 24+ (38+ for lunch); charters available; M/GS; CRR recommends very far in advance. CP less than seven days prior to departure, no refund; more than 48 hours will be rescheduled. DS/MC/VI.

MISSOURI

Jackson, **Street Louis, Iron Mountain & Southern Railway**, (P.O. Box 244, 63755), 800/455-RAIL (7245) or 314/243-1688. Exit 99 on I-55 to west on Highway 61 four miles to third stoplight (train is on the right). Tourist/Museum. Since 1985. Ex-Central Illinois Public Service Co. H.K. Porter 2-4-2 built in 1946 and used in Meridosia, Ill., pulls two ex-IC commuter coaches rebuilt as dining cars. Each three-course meal includes two entrees (i.e., chicken and catfish) with side dishes. $22.00 (plus tax, tip). A 16-mile round trip over ex-MP tracks through beautiful rural scenery. Operations: Saturday evenings through October 31. Specials: Murder Mystery dinners (usually third Saturday), Fall foliage breakfast trips, Valentines Day dinner. Schedule: Board 5:30 p.m., depart 6:00 p.m., return 8:00 p.m. NOTES: Seats 100; no A/C; casual attire; no children's menu; no smoking; no alcoholic beverages; group rates for 20+; charters available; M/GS; CRR one day minimum. CP no refunds, rescheduled with at least one day notice. MC/VI.

NEBRASKA

Fremont, **Fremont & Elkhorn Valley Railroad**, 1835 N. Somers Street, 68025, 800/942-7245. Highway 30 (23rd Street) to west side of Fremont, south onto Somers Avenue 4½ blocks to station on right. Year Around. Since 1988. Two EMD SW1200s (ex-Soo Line and ex-C&NW) pull 1947 Pullman ex-IC coach converted by Rock Island to a dining car *Elkhorn River*, ex-CNR coach remodeled bar/dining car *Maple Creek* and an ex-N&W power car. Five-course dinners offer four entrees, including specialty Nebraska Prime

Rib. Priced between $19.95 and $52.95 (both plus tax, tip). Follows former C&NW "Cowboy Line" through farmland, along bluffs and over a creek. Special trains: Murder mystery, cabaret dinner, USO Show, thrice-yearly wine tasting train, gambling night with bingo and pickle cards, New Year's Eve, Valentine's Day and Santa's visit. Schedule(s): Friday board 7:00 p.m., depart 7:30 p.m., return 10:45 p.m.; Saturday, November through March, board 6:00 p.m., depart 6:30 p.m., return 9:45 p.m., April through October, board 7:00 p.m., depart 7:30 p.m., return 10:45 p.m.; Sunday board 1:00 p.m., depart 1:30 p.m., return 5:00 p.m. NOTES: Seats 100; A/C; semi-formal attire; children's menu (Sunday only); smoking/no smoking sections; bar service (some limitations Saturday and Sunday afternoons); M/GS; CRR one week. CP 12 hours. AE/DS/MC/VI.

NEW HAMPSHIRE

Lincoln, ***Cafe Lafayette,* Ltd.**, Route 112 at Connector Road, 03251, 603/745-3500. At Exit 32 of I-93, left onto Main Street/Route 112 one hundred yards to entrance at left, across from McDonald's. Tourist/Museum. Since 1989. Powered by one of three Alco S4s or a GE 44-tonner, the *Cafe Lafayette* is an ex-NYC 1924 Pullman day coach rebuilt into full dining car (operated by the Hobo Railroad, the consist includes a Hobo RR coach at each end of the dining car). The five-course dinner menu changes regularly and features a choice among three entrees. $34.95 (plus tip). A 20-mile round trip excursion over ex-B&M right-of-way along picturesque Pemigewasset River valley from Lincoln, past lush forests and open fields, offering mountain vistas and several river crossings. Operates mid-June through Labor Day weekend, Wednesday through Sunday; September 5 through October 31, Saturday and Sunday (plus daily as demand dictates — call for details); December, Saturdays plus daily from December 25 through January 1. Specials: Scottish Heritage Week (mid-September). Schedule: Board 6:15 p.m., depart 7:00 p.m., return 9:00 p.m. NOTES: Seats 50; no A/C; casual attire; no children's menu; smoking outside on vestibule only when train is in motion; cash bar; group rates for 20+; charters available; GS; CRR one week in advance. CP minimum 12 hours. DI/MC/VI.

Meredith, **Winnipesaukee Scenic Railroad**, 154 Main Street, 03253, 603/279-5253 (summer) or 603/745-2135 (year around). Just off Route 3 in Meredith at Mill Street to the railroad yard. Tourist/Museum. Since 1991. Powered by one of three Alco S4s (ex-Portland Terminal 1008, ex-B&M 1186 or ex-MEC 959) or GE 44-tonner, trains are made up of four Hobo Dining cars (ex-EL coaches) and five "Budd Liner" coaches (ex-MBTA), including one converted to an Ice Cream Parlor Car offering homemade ice cream on all trains. Hobo Picnic Lunch on all cars; "Make Your Own Sundae" in the Ice Cream Parlor Car (price varies with size of sundae); during summer months only, Thursday through Saturday offering buffet featuring roast turkey served at your table, $19.95 adult, $15.95 child age 4-11; selected Saturday trains in fall: Harvest Supper, $19.95 adult, $15.95 child (all prices inclusive). Departs Meredith yard and travels south on ex-B&M track following the shore of Lake Winnipesaukee to Weirs Beach and on to Lakeport, offering views of both lake and mountain scenery. Operations: Through Labor Day, seven days a week, weekends only Labor Day through Columbus Day; selected other days. Depart 10:30 a.m., 12:30 p.m., 2:30 p.m., 4:30 p.m. and 6:30 p.m. (dinner train) for two-hour round trip; all board 15 minutes early. NOTES: Seats up to 250 for meal service; Budd Liners have A/C, Hobo Diners no A/C; seasonally appropriate casual sports wear; children's fare available (see above); no smoking; BYOB on 6:30 p.m. dinner trains only; group rates for 20+; charters available; GS; CRR required for dinner trains. CP by 12:00 noon on day of departure. Cash/Travelers Checks.

North Conway, **Conway Scenic Railroad**, 38 Norcross Circle, 03860, 603/356-5251. The distinctive — and for railfans instantly recognizable — North Conway depot is located on NH Route 16/U.S. Route 302 in the Village of North Conway. Tourist/Museum. Since 1992. Alco S4 1055 accompanies dining car *Chocorua*, an ex-DL&W electric power car rebuild, the 1898 Pullman Parlor Car *Gertrude Emma* with roots back to the *Pennsylvania Limited* and 1920s era steel coaches. Dinners include a changing array of entrees. Dinner $39.95, lunch $19.95-$25.95. (both inclusive). Over ex-B&M branch line from North Conway two miles to Intervale, then 8.5 miles on ex-MEC "Mountain Division" trackage from Intervale to Bartlett through the beautiful Mt. Washington valley surrounded by the White Mountains, over the Swift and Saco Rivers (1:00 p.m. lunch train over ex-B&M branch from North Conway 5.5 miles to Conway). Operations: Lunch, Through October 22, depart 11:00 a.m. and 1:00 p.m. and return at 1:30 and 2:00 p.m., respectively; dinner, Tuesday through Saturday through September 16, Friday and Saturday September 22 through October 14; all depart 6:00 p.m. and return 8:00 p.m. NOTES: Dining car seats 47; no A/C; casual attire; children's portions at lunch; no smoking; cash bar; group rates for 20+; charters available; M/GS; CRR not required but strongly recommended. CP at least 24 hours prior to departure. MC/VI.

NEW JERSEY

Lambertville, **Black River & Western Railroad**, 11 Bridge Street, 08530, 609/397-4334. U.S. 202 to Route 179 south into Lambertville, where it becomes Bridge Street, to Lambertville Station Restaurant on left. Year Around. Since 1993. Either an RS1, CF7, GP9 or ex-GW 2-8-0 60 will power ex-D&LW Boonton cars. Set menu features "Station Chicken" (vegetarian substitute available on request). A 14-mile round trip between Lambertville and Ringoes on ex-PRR Flemington Branch along the D&R Feeder Canal and Alexaukin Creek, over five trestles, mostly through woodland with wildlife.

CAFE LAFAYETTE DINNER TRAIN

THE *CAFE LAFAYETTE* is an elegant dining car operated by the Hobo Railroad out of Lincoln, New Hampshire, that features a five-course dinner while traversing a picturesque ex-B&M branch along the Pemigewasset River.

$32.00 (inclusive). Schedule: Saturday, board 4:30 p.m. or 8:00 p.m., depart at 5:00 p.m. and 8:30 p.m. and return 6:30 and 10:00 p.m. respectively Sunday brunch train board 11:15 a.m., depart 11:30 a.m., return 1:00 p.m. Specials: Murder Mystery train ($49.95, inclusive) on alternate Saturdays, call Omicron Productions, 609/443-5598, for information/reservations. NOTES: Seats 50: dining car only A/C; casual attire; no children's menu; no smoking; BYOB; group rates for 30+; charters available; CRR 24 hours, but at least one week is suggested. CP no refund, at least one week to reschedule. AE/MC/VI.

Whippany, ***Mystery Express 4***, Murder-To-Go, 92 Ridgedale Avenue, Florham Park 07932; 201/301-0562. Currently spring-only (watch ON THE MENU for details).

NEW YORK

Gowanda, **Blue Diamond Dinner Train**, New York & Lake Erie Railroad, 50 Commercial Street (office: P.O. Box 309, 14070), 716/532-

5716. Thirty-five miles south of Buffalo just off routes U.S. 62 and N.Y. 39 to Gowanda depot. Tourist/Museum. Since 1988. Alco S2 or one of two Alco C425s pull ex-CN dining car *City of Salamanca*, ex-B&O cafe-coach rebuilt as dining car *Daniel Webster*, two ex-B&O first class coaches and (occasionally) three ex-DL&W commuter cars. Varied menu closes with specialty "Blue Diamond Berry Cheesecake" for dessert. $29.95-$39.95 (plus tip). Over 30 miles of ex-Erie main line (B&SW Division), trains climb 2½% grade, pass through old stone tunnel among woodlands, farms and small villages; abundant wildlife is visible. Operations: Through November 12 Saturdays (except third Saturday of each month) and Sundays; third Saturday of each month is reserved for the Murder Mystery Dinner Train. Specials: New Year's Eve, Valentine's Day and Street Patrick's Day dinner trains (call for dates and times). Schedule(s): Saturday board 6:00 p.m., depart 6:30 p.m., return 10:30 p.m.; Sunday board.1:30 p.m., depart 2:00 p.m., return 6:00 p.m.; Murder Mystery Special through December board 6:00 p.m., depart 6:30 p.m., return 10:30 p.m.; each train has two seatings for dinner. NOTES: Seats 160; A/C; nice casual attire; children's menu; smoking only in vestibule area; cash bar; group rates for 30+; charters available; GS (2); CRR minimum two days. CP no refund after Friday prior to trip date. DS/MC/VI.

OREGON

Cornelius, ***Spirit of Oregon***, 10285 N.E. Roy Road, 97113, 503/324-1919. Highway 26 from Portland to left onto Mountaindale Road (see sign to Roy) to left on Roy Road to train on right. Year Around. Since 1993. Two Alco diesels haul four former troop carriers from the late 1940s/early '50s which have been converted into elegant "Turn of the Century" dining cars and an 85-foot baggage car which has been converted into kitchen car capable of preparing 198 meals at a time. Four-course dinners feature specialties of the region. Champagne Brunch. Dinner $75.00, brunch $60.00 (both plus tip). A 54-mile round trip over ex-SP track between Roy and Cochran through heavily wooded mountains, meadows and farmland, passing through a long tunnel and over a wooden trestle. Operations: Dinner trains Fridays through September 30, Saturdays year around; brunch, Sundays year around. Schedule(s): Friday board 5:30 p.m., depart 6:00 p.m., return 10:30 p.m.; Saturday board 3:30 p.m., depart 4:00 p.m., return 8:30 p.m.; Sunday, board 10:30 a.m., depart 11:00 a.m., return 3:30 p.m. NOTES: Seats 198; A/C; casual attire; no children's menu; no smoking; cash bar; group rates for 24+; charters available; GS; CRR three weeks. CP at least 48 hours for refund (groups: one month). DS/MC/VI.

Redmond, **Crooked River Railroad Company Dinner Train**, (office: 525 S.W. 6th Street, 97756), 503/548-8630. Three miles north of Redmond on Route 97 to right on Yucca Road at sign on right. Year Around. Since 1991. Ex-Milwaukee Road EMD GP26 or (on selected dates) historic Mt. Emily Lumber Company Shay 1 pulls 1949 *Hiawatha* coach and ex-GN 1949 *Empire Builder* coach, each converted to dining car; ex-CB&Q 1948 baggage car converted to theater. Friday nights through mid-September, High Desert Hoe Down (Ride 'n Dine to King Ranch for Western BBQ buffet), Saturday night, year around, High Jinx (murder mystery with dinner on board), and Sunday, year around Pleasures Champagne Brunch (on alternate Sundays during summer, Cowboy Breakfast Ride 'n Dine to King Ranch). Murder Mystery $69.00; brunch $54.00; Hoe Down $64.00, Cowboy Breakfast $59.00 (plus tip); children ages 4-12 get "Youth Price" of $32.00 on Brunch and Hoe-Down trains; on all trains, infants to age 4 $16.00. A 38-mile round trip through lumber country along the Cascade Mountains on freight short line City of Prineville Railway with views of the Seven Mountains (Mt. Hood to Mt. Bachelor) and the lush Crooked River valley. It's high desert with "wildlife galore." Schedule(s): Dinner/Theater through October 31, depart 6:00 p.m., return 9:00 p.m. and November 1-March 31, depart 5:00 p.m., return 8:00 p.m. Brunch depart 11:00 a.m., return 2:00 p.m.; Hoe-Down depart 6:00 p.m., return 10:00 p.m.. For all arrive up to 30 minutes before departure. NOTES: Seats 108; A/C; informal attire (jeans okay on Hoe-Down); no children's menu; no smoking; cash bar (complementary Champagne at brunch); group rates for 10+; charters available for groups of 35+; GS; CRR seven days (recommend 14 days). CP 72 hours prior to boarding for refund. AE/DI/DS/MC/VI.

PENNSYLVANIA

Bellefonte, **Bellefonte Historical Railroad**, High Street, 16823, 814/355-0311 or 814/355-2392. Exit 24 of I-80 to Penn. Route 26 west to Penn. 550 west into Bellefonte (Bishop Street) to right on Allegheny Street to left on High Street to train station on left. Ride 'n Dine. Since 1991. Two Budd RDC1s, ex-Reading and ex-New Haven. At Vail Junction, bus to nearby Coachlite Restaurant (restored yard crew boarding house) for four-course dinner buffet. $20.00 (inclusive). A 60-mile round trip over ex-PRR track originates in Bellefonte's National Register Historic District, passes 200-year old Gamble Mill, then makes its way on a route established in 1859 through Sunnyside Yard, the Bald Eagle Valley and along Nittany Mountain past numerous vestiges of the region's industrial heritage. Operations: Last Friday of each month through October. Schedule(s): Board and depart 6:00 p.m., return 11:15 p.m. NOTES: Seats 125; A/C; casual attire; no children's menu; no smoking; cash bar; groups/charters for 60+; GS; CRR at least two weeks in advance recommended. CP refund by reschedule only. Pre-pay by check or money order.

Gettysburg, **Gettysburg Railroad**, 106 N. Washington Street, 17325, 717/3346932. From intersection of U.S. Routes 15 and 30 in Gettysburg, west one block on Chambersburg Street (U.S. 30) to north one block on N. Washington Street to depot on left. Ride 'n Dine. Since 1988. Ex-CPR 4-6-2 powers enclosed heavyweight coaches over a 50-mile round trip past First Day Battlefield at Gettysburg, woodlands, farms and orchards to one of two destinations: August 18 to Holly Inn or Deer Lodge in Mt. Holly Springs; September 23 to Asper Fire Co.; return trip after meals. Asper Fire Co. trips offer old fashioned BBQ chicken dinner with all the fixin's; Deer Lodge/Mt. Holly Inn offers steak or seafood specialties off the full menu. BBQ chicken $7.25, Deer Lodge/Mt. Holly Inn meals $10.00+ (both, plus train fare, tax, tip). Schedule(s): August 18 depart 6:00 p.m.; September 23 depart 2:00 p.m.; for all, allow six hours to return. NOTES: Seats 350; A/C restaurants only; casual attire; children's menu/portions; smoking in selected seating areas; cash bar only at Deer Lodge/Mt. Holly Inn; group rates for 20+; charters available; GS; CRR recommend two to four weeks. CP seven days. MC/VI.

Lewisburg, ***Susquehanna Special*** **Dinner Train**, West Shore Rail Excursions, Route 15 North, 17837, 717/524-4337. From I-80 Exit 30-S onto U.S. 15 south four miles to Delta Place station on left, or north on U.S. 15 from Lewisburg two miles to train on right. Tourist/Museum. Since 1984. Either an SW1, GP30 or SW8 pulls three ex-DL&W 1916 passenger cars, a 1915 ex-Jersey Central dining car, a 1926 ex-PRR club car and an ex-PRR 1917 baggage car converted to caterer's prep area. Dinner menus rotate weekly to offer complete meals at $25.00 or $30.00 (upgraded meal and live jazz entertainment). All prices, inclusive. A 14-mile round trip along ex-Reading line through Victorian Lewisburg, past Ivy League-style Bucknell University and along the Susquehanna River and cliffs of the Buffalo Mountains to the Village of Winfield, with plenty of river sports activity and wildlife to behold. Operations (through October 18): Dinner Train every Wednesday depart 6:00 p.m., return 7:45 p.m.; Champagne Sunset Dinner Train, first Saturday, depart 6:30 p.m., return 8:15 p.m. NOTES: Seats 50; no A/C (ceiling fans only); casual attire; no children's menu; no smoking; BYOB; group rates for 30+; charters available; GS (two, including one in ex-ATSF caboose on all dinner trains); CRR two weeks. CP at least 48 hours for refund. DS/MC/VI.

Middletown, **Middletown & Hummelstown Railroad**, 136 Brown Street, 17057, 717/944-4435. Exit 19 off Pennsylvania Turnpike onto Route 283 east to Middletown/Hummelstown exit to right at top of ramp to right at traffic light (Main Street) one block to left on Race Street, 6½ blocks to railroad. Tourist/Museum. Since 1993. One of two GE 65-ton center cab switchers, built in 1941 and 1955, pull 1916 and 1920 ex-EL coaches which are converted to dining cars for dinner trains. Menu for three-course meal changes monthly. Adult $25.00, children 3-11 $18.50 (inclusive). On M&H (ex-Reading) tracks along scenic Swatara Creek and remaining sections of historic Union Canal and one of its locks, past entrance to Indian Echo Caverns. Operations: July 29, August 26, September 23 and October 14, 21, and 28. Schedule: Board 6:00 p.m., depart 6:30 p.m., return 8:30 p.m. NOTES: Seats 96; no A/C; casual attire; children's menu/portions; smoking only in selected seating; no bar service; charters available; CRR two weeks. CP no refunds within two weeks of departure unless seats resold. MC/VI.

New Hope, **New Hope & Ivyland Railroad**, West Bridge Street and Stockton Avenue (office: P.O. Box 634, 18938), 215/862-2332. From New Jersey, I-78 west to I-278 south to U.S. 202 south to toll bridge to Pennsylvania, first right onto Route 32 one mile south to center of New Hope. From Philadelphia, I-95 north to Exit 31 (New Hope) and left onto Taylorsville Road five miles to left on Route 32 north four miles to New Hope. Tourist/Museum. Since 1994. Baldwin 2-8-0 or diesels power regular excursions four miles through picturesque wooded countryside to Lahaska, dinner train continues on to Buckingham Valley. The

Grapevine Express, last train of the day to Lahaska, features wine and cheese, crackers and fruit in dining car, $13.95 (includes train fare, snack; local wines can be purchased at Freight House Wine Shop prior to departure). Sunday's Wycombe Brunch Train continues beyond Lahaska to Wycombe, where passengers detrain to dine in adjacent Wycombe Inn, $29,95 (inclusive). Dinner Trains on special occasions (contact railroad for details). Operations: *Grapevine Express* depart 5:15 p.m.; Wycombe Brunch Train depart 10:45 a.m., return 2:00 p.m. NOTES: Seating limited; A/C in Wycombe Inn only; CRR/CP call for details. MC/VI.

Strasburg, **The "Dinner Train" at Strasburg Rail Road**, (office: P.O. Box 96, 17579), 717/687-6486. U.S. Route 30 to south on Penn. Route 896 to east on Penn. 741 to Strasburg depot on left. Tourist/Museum. Since 1990. A variety of steam locomotives and equipment make up Strasburg Rail Road trains; meals described here served on *Lee Brenner* dining car attached to those trains. Dinner is a four-course meal featuring three entrees; lunch is five entrees. Dinner $26.95 (plus tip); lunch $7.50 (plus train fare, tax, tip). A nine-mile round trip through the rolling hills and past picturesque farms in Pennsylvania's famed "Amish country." Dinner train operates Thursday through Sunday through September 3; Saturday and Sunday September 9 through December 17. Luncheon train operates on all scheduled Strasburg R.R. trains. Schedule(s): Dinner Train through September 3, board 6:30 p.m., depart 7:00 p.m., detrain 9:00 p.m.; September 9-October 29 board 5:30 p.m, depart 6:00 p.m., detrain 8:00 p.m.; November 4-December 17 board 5:00 p.m., depart 5:30 p.m., detrain 7:30 p.m. NOTES: Seats 54; no A/C; casual attire; children's menu; no smoking; BYOB; group rates for 35+; charters available; GS; CRR recommend at least 30 days. CP 30 days, reschedule only with two weeks or more notice. DS/MC/VI.

Titusville, **Oil Creek & Titusville Railroad**, 409 S. Perry Street, (P.O. Box 68, Oil City, PA 16301), 814/676-1733. Ride 'n Dine. From Route 8 south onto Truck Route 8S to Perry Street station on right. Tourist/Museum. Ex-South Buffalo Railroad Alco S2 75 pulls seven ex-DL&W 1930 m.u. cars. Three-course meals feature changing entrees. $49.95 (inclusive). With a 26-mile round trip over ex-PRR track, the bucolic route this train follows belies the colorful history it passes, through "the valley that changed the world," from Drake's 1859 well (the birthplace of the oil industry) to Rynd Farm, home of the world's oldest continuously producing oil well. Operations: Murder Mystery Train on August 5 & 26 and September 16 & 30. Schedule: Board 6:30 p.m., depart 6:45 p.m., wine and cheese at Rynd Farm station at 7:30 p.m., dinner served on return to Perry Street station at approximately 9:00 p.m., finish by 11:00 p.m. NOTES: Seats 150; no A/C; casual attire; no children's menu; no smoking; no alcoholic beverages; charters available; M/GS; CRR recommend minimum of ten days. CP no refunds. DS/MC/VI.

Wellsboro, **Tioga Central Railroad**, (office: P.O. Box 269, 16901), 717/724-0990. Three miles west on Route 6 out of Wellsboro on right on Route 287 one-half mile to Wellsboro Junction on right. Tourist/Museum. Since 1986. Ex-Buffalo Creek Alco S2 14 and ex-D&H RS3 506 (the Bicentennial unit) push/pull consist of ex-CN closed observation, coach and diner/kitchen and ex-PRR P70 coach rebuilt into restaurant table car. Three-course meal with choice of three entrees. Prices range $25.00-$40.00 (plus tip). Train operates along either 12 or 24 miles of ex-NYC between Jersey Shore, Pa., and Corning, N.Y., through rural scenery to spectacular views of Hammond Lake, with wildlife plentiful all along the route. Operations: Dinner trains operate on selected weekends through October 31 (call for dates). Specials: Thanksgiving dinner and Santa's train. NOTES: Seats 112; A/C; casual attire; no children's menu; no smoking; no alcoholic beverages; charters available; GS. CRR and CP call for deposit information. Cash only.

RHODE ISLAND

Newport, ***Newport Star Clipper***, 19 America's Cup Avenue (office: 102 Connell Highway, 02840), in R.I. 800/834-1556, outside R.I. 800/462-7452 or 401/849-7550. In Newport, depot next to Newport Convention & Visitor's Bureau/Gateway Center on America's Cup Avenue near Marriott Hotel. Year Around. Since 1988. GE 65-ton center-cab pulls ex-U.S. Army kitchen car converted to head end power, two ex-Amtrak coaches converted to 72-seat dining cars, one ex-Amtrak coach converted to complete kitchen car. A five-course, three-entree menu changes monthly. $39.95 (plus tax, tip). A 26-mile round trip along the eastern shore of Narragansett Bay past naval installations, coastal islands, Mt. Hope Bridge to Sakonnet River Bridge and numerous other sights. Operations: Seven days a week. Numerous entertainment options, including murder mystery, jazz and vocalist. Schedule(s): Dinner train board 6:30 p.m., depart 7:00 p.m., return 10:00 p.m.; lunch train board 11:30 p.m., depart 12:00 noon, return 2:30 p.m. NOTES: Seats 144; A/C; jackets and ties for men, dresses for women; no children's menu; smoking/non-smoking sections; cash bar; group rates available; charters available; GS; CRR one day minimum. CP 24 hours minimum; AE/DS/MC/VI.

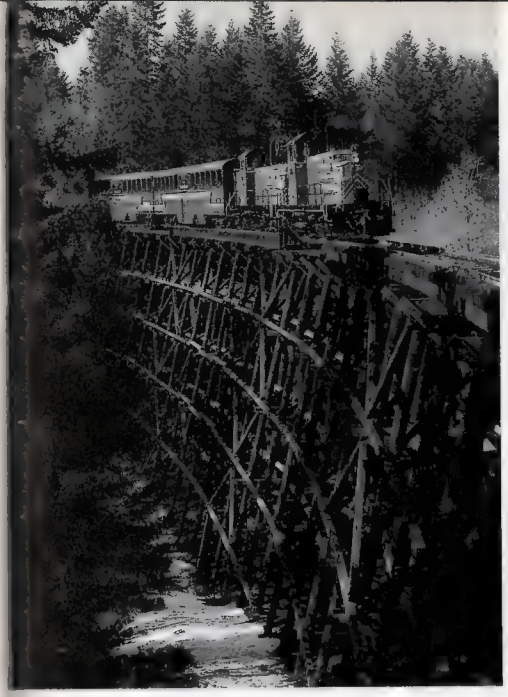
TENNESSEE

Chattanooga, **Dixie Land Special Excursions**, Tennessee Valley Railroad, Grand Junction, 4119 Cromwell Road, 37421; 615/894-8028. Exit 4 off I-75 to north on Highway 153 two miles to Jersey Pike Exit, go left over Highway 153 to right onto Cromwell Road one-third mile to depot on right. Tourist/Museum. Since 1995. Ex-U.S. Army RSD1s 8677 and 8669 pull ex-SR 1924 Pullman dining car 3158 *Traveler's Fare*, ex-CofG 1947 ACF coach 907, ex-SR 1922 Pullman coach, ex-U.S. Army St. Louis Car Co. kitchen car (now a gift shop and snack bar), 1920 Pullman *Clover Colony* and ex-B&O 1917 President's Office Car 98 *Eden Isle* (available for charters only). Three meal services: The *Chickamauga Rebel* (C [refer to schedule below]), a 40-mile round trip at $40.00, features a luncheon in Chickamauga's ex-CofG 1888 depot; The *Marquis de Lafayette* (L), a 50-mile round trip at $46.00, features buffet-style luncheon served in dining car, and The *Summerville Daylight* (S), a 100-mile round trip at $54.00, includes a choice of three entrees in a three-course sit down dinner in the dining car; all prices inclusive (extra-fare First Class services can be arranged; call for details). All trains traverse three miles of Tennessee Valley Railroad track from Grand Junction across Chickamauga Creek, through 986-foot Missionary Tunnel (built in 1856), onto Norfolk Southern's East Chattanooga Belt Railway four miles past various landmarks, including Chattanooga National Cemetery (largest military cemetery after Arlington), onto ex-CofG (now Chattanooga & Chickamauga Railroad) main line built in 1888 through Rossville to climb steep (two miles at 2.5%) grade up southern portion of Missionary Ridge, skirt Chickamauga Chattanooga National Military Park, to Chickamauga depot (Lafayette is eight miles further, Summerville an additional 20 miles beyond Lafayette), all through scenic rural countryside. Operations: July 22 (C); August 19 (S) and 26 (L); September 16 (S); October 7(S), 14 (S), 21 (S), 22 (S) and 28 (S); and November 4 (L). Schedule: (C) and (L) board 10:20 a.m., depart 10:50 a.m., return 4:40 p.m.; (S) board 8:30 a.m., depart 9:00 a.m., return 5:40 p.m. Specials: All October and November trains are "Fall Foliage Specials" and will be pulled by TVRR's restored SR 2-8-2 4501. NOTES: Train holds 180, dining car 45, so on-board meals are served in three or four announced seatings; A/C, casual attire; no children's menu; smoking in restrooms and vestibule only; no alcoholic beverages; charters available; M/GS: CRR recommended but not required. CP less than four weeks, no refund; $3.00 processing fee on cancellations. MC/VI.

Nashville, ***Broadway Dinner Train***, 108 First Avenue South, 37201, 615/254-8000 or 800/274-8010. BDT Station is four blocks off I-65 (First Ave. Exit) and twelve blocks off I-40 (Broadway Exit) in downtown Nashville at First Avenue South and Broadway in Riverfront Park. Year Around. Since 1988. Two ex-PRR E8s coupled to two ex-ATSF 48-seat diners, ex-SAL coach 6205 converted to a 54-seat table car, ex-ACL coach 245 converted to a 54-seat table car, ex-FEC round-end tavern-lounge-observation *Bay Biscayne*, ex-ATSF 1954 Pullman-Standard dome lounge 504, ex-PRR 52-seat coach, ex-SAL Sun Lounge Sleeper *Hollywood Beach* and ex-RI Budd 1954 RPO 514 converted to a power car. Features a four-course dinner with three entree choices. $42.95 (plus tax, tip). A 35-mile ride on ex-Tennessee Central, now Nashville & Eastern main line, east from Nashville parallel to the Cumberland River. Train crosses Briley Parkway near Opryland Theme Park, passes The Hermitage, home of President Andrew Jackson, and parallels State Route 45. Operations: Thursday, Friday and Saturday (other dates available on request). Schedule: Board 6:30 p.m., depart 7:00 p.m return 9:30 p.m. NOTES: Seats 214; A/C; casual attire; no children's menu; smoking/no smoking sections; cash bar; group rates for 20+; charters available; GS; CRR seven days. CP refund if at least 48 hours, reschedule if at least 24 hours, no refund within 24 hours. AE/DI/DS/MC/VI.

WASHINGTON

Elbe, ***Cascadian Dinner Train***, Mount Rainier Scenic Railroad, P.O. Box 921, 98330, 206/569-2588. Reservations: 206/569-2588. Elbe is 42 miles South of Tacoma on Highway 7, where "one side of the road is all trains, look for us there." Tourist/Museum. Since 1987. One of five steam locomotives (1928 Climax, 1929 Pacific Coast Shay, West Coast Special Heisler, 1924 Porter 2-8-2 or 1929 Alco 2-8-2T) pulls ex-ARR heavyweight observation/lounge, ex-SP standard commuter



KODACHROME: KEITH E. ARDINGER

THE *SPIRIT OF OREGON* dinner train crosses a timber trestle on February 28, 1993, with two rare Alco C415s powering a consist of rebuiilt high level cars.

coach and ex-UP heavyweight dining car. Fixed menu features five-course meal of prime rib (salmon available on advance request). $55.00 (plus tip). A 24-mile round trip from Elbe to Eatonville follows ex-Tacoma Eastern/Milwaukee Road tracks along Alder Lake, offering several views of Mt. Rainier, crossing numerous creeks, including a tall trestle over Mashel River, with up-grades in each direction ("it peaks in the middle"). Operations: Through September 30, Saturday train board 5:00 p.m., depart 5:30 p.m., return 9:30 p.m.; October 1 through November 30, Sunday train board 12:30 p.m., depart 1:00 p.m. and return 5:00 p.m. Additional trains added as demand dictates. NOTES: Train holds 96 passengers with first 48 eating dinner going out and remaining 48 eating on return trip.; A/C (dining car only); casual attire; no children's menu; smoking in designated sections; no alcohol; charters available; GS; CRR recommend at least 30 days. CP no refunds. MC/VI.

Renton, ***Spirit of Washington Dinner Train***, 625 South 4th Street, 98057, 800/876-7245 or 206/227-7245. From I-405 take Exit 2 (Rainier Ave.) to north on Rainier Avenue South to right on South 3rd Street to right on Burnett Avenue South to train depot on right. Year Around. Since 1992. Two F7As, ex-Milwaukee Road F7B, ex-Reading 1937 *Crusader* round-end Budd observation *Olympic*, ex-UP and Auto Train 1952 ACF dome car *Mt. Rainier*, ex-Santa Fe 1938 Budd dining/bar car *Columbia Winery*, 1950 Pullman-Standard dome car *City of Seattle*, 1937 platform car *Chateau Ste. Michelle*, 1937 Budd kitchen car *Cascade* and ex-CMStP&P 1952 Pullman-Standard dome car *City of Renton*. Cuisine of the Pacific Northwest in a three-course meal. Dinner, regular seating $57.00, dome seating $69.00; lunch, regular $47.00, dome $59.00 (all plus tip). A 44-mile round trip on Burlington Northern tracks between Renton and Woodinville. Scenic highlights include Seattle skyline, Wilburton trestle, Mercer Island, Lake Washington, the historic towns of Bellevue and Kirkland, the Sammamish River Valley and a stop at the Columbia Winery for tour and tasting. Operations: Through mid-September, Monday-Friday 6:30 p.m.; Saturday, 12:00 noon and 6:30 p.m.; Sunday 11:00 a.m. and 5:30 p.m.; mid-September through May, Tuesday-Friday 6:30 p.m.; Saturday, 12:00 noon and 6:30 p.m.; Sunday 11:00 a.m. and 5:30 p.m. Board 30 minutes before departure; allow 3¾ hours for train trip. Mystery dinner specials. NOTES: Seats 370; A/C; semi-formal attire; children's menu; no smoking; limited cash bar; group rates for parlor seating only for 25+; charters available; M/GS; CRR minimum two weeks in advance. CP seven days for reschedule or refund. AE/MC/VI.

WEST VIRGINIA

Cass, **Cass Scenic Railroad Dinner Train**, Main Street, 24927, 304/456-4300 or 800/225-5982. From Highways 92/28 west onto 66 (becomes Main Street in Cass) to Cass depot on right. Ride 'n Dine. Since 1988. Various Shays pull former logging cars converted to open seating cars from Cass to Whittaker Station for West Virginia BBQ dinner, then return to Cass. Adults $25.00, children to age 12 $15.00 (both inclusive). An eight-mile round trip through two switchbacks to climb 11% grades, providing dramatic views of mountain scenery. Operations: Saturdays through September 30, plus Sunday September 3. Schedule: Arrive 4:00 p.m., depart 5:30 p.m., return 8:30 p.m. NOTES: Seats 150; open air seating; casual attire; children's portions; smoking permitted; no alcoholic beverages permitted; charters available; M/GS; CRR recommends at least 30 days. CP if greater than 30 days, full refund less $10.00 service charge, no refund with less than 30-day notice. AE/MC/VI.

Huntington, ***New River Train***, 7th Avenue and 9th Street (office: 1428 Chestnut Street, Kenova, WV 25530), 304/453-1641. Interstate-64 to Fifth Street Exit, follow signs on Fifth Street to downtown to right on 8th Avenue to left on 8th Street, under CSX tracks to right on 7th Avenue to intersection with 9th Street. Tourist/Museum. Since 1966. Steam or diesel power to head a string of restored passenger cars that include ex-SAL 1947 Budd dining car 6108 and the Huntington Chapter NRHS dome coach 7003. Three levels of service afford meals: Deluxe at $139.00 includes three meals at your seat in a lounge; Premium at $159.00 includes three meals, one in a dining or dome-lounge car; Private Car at $259 (only ten seats available) includes three meals served in the car (NOTE: Prices are tentative). Dinner in diner highlighted by a full-course meal featuring the train's specialty: prime rib. Concession Car serves 600 coach passengers at $89.00 (adult) or $59.00 (children 3-12). The 300-mile, 13-hour round trip is on CSX's ex-C&O main line from Huntington to Hinton through the famed "Grand Canyon of the East," the New River Gorge; planned to coincide with the predicted height of fall colors. Operations: October 14, 15, 21 and 22. Schedule: Depart 8:00 a.m., return 9:00 p.m. NOTES: Train seats 252, dining car 48; A/C; casual attire; no children's menu; no smoking; group rates for 15+; charters available; GS (Concession Car); CRR 12 weeks. CP at least 15 days for refund of fare, less 10%. DS/MC/VI.

WISCONSIN

East Troy, **East Troy Electric Railroad**, 53120, 414/542-5573. Either I-43 south from Milwaukee or I-94 north from Chicago to west on Highway 20 to left on County ES to right on Church Street to railroad station on right. Tourist/Museum. Since 1992. Ex-Chicago South Shore & South Bend 1926 converted interurbans *Ravenswood* and *Beverly Shores*, "currently the only electric interurban dining car in regular operation in the U.S." American cuisine with medallions of beef tenderloin and sauce Bernaise, stuffed roast pork tenderloin, prime rib or Cornish game hen among entrees. $35.00 (inclusive). A 14-mile ride along the last surviving remnant of The Milwaukee Electric interurban line between East Troy and Mukwonago, through rural Wisconsin countryside past farmlands, rolling hills, deep cuts, wetlands and spring-fed lakes to sit for a sunset overlooking beautiful Phantom Lake. Operations: August 12 and October 14, 21 and 28. Schedule: Board 4:30 p.m., depart 5:00 p.m., return 7:00 p.m. NOTES: Seats 100; A/C; casual attire; no children's menu; smoking only in vestibule; cash bar; charters available; M/GS; CRR two weeks. CP no cancellations. Cash/check only.

OTHERS

The following **OPERATING RAILROADS** offer meal service on regularly scheduled trains:

Alaska Railroad, 800/544-0552 or 907/265-2323, Seward-Anchorage-Fairbanks, Alaska.

BC Rail, 604/984-5246, North Vancouver-Prince George, British Columbia, Canada.

Algoma Central Railway, 800/242-9287, Sault Ste. Marie-Agawa Canyon, Ont., Canada.

The following **TOUR OPERATORS** specialize in rail travel in North America which includes on-board meal service:

Midnight Sun Express, (Princess Tours) 800/835-8907 Anchorage-Denali-Fairbanks, Alaska.

American Orient Express, 800/7277477 or 206/727-7300 (TCS Expeditions), Washington, D.C.-Sacramento, California.

The Branson Limited, 800/263-0389 or 210/225-1100, San Antonio, Tex.,-Branson, Mo.

Royal Canadian Rail Adventure, ***Royal Heart of the Rockies Plus Rail***, ***Royal Rockies by Rail*** and ***Royal Rail Pioneer***, 800/835-8907 (Princess Tours), Canadian Rockies.

The following **TOURIST/MUSEUM** railroads offer a variety of prepared lunches on their regularly scheduled trains and also have a dining car available for use on chartered trains:

Belfast, Maine: **Belfast & Moosehead Lake Raiulroad**, 800/392-5500 or 207/948-5500.

Branson, Missouri: **Branson Scenic Railways**, 206 East Main Street, 65616, 800/287-2462 or 417/334-6110.

Lincoln, New Hampshire: **Hobo Railroad**, Route 112 at Connector Road, 03251, 603/279-5253 or 603/745-2135.

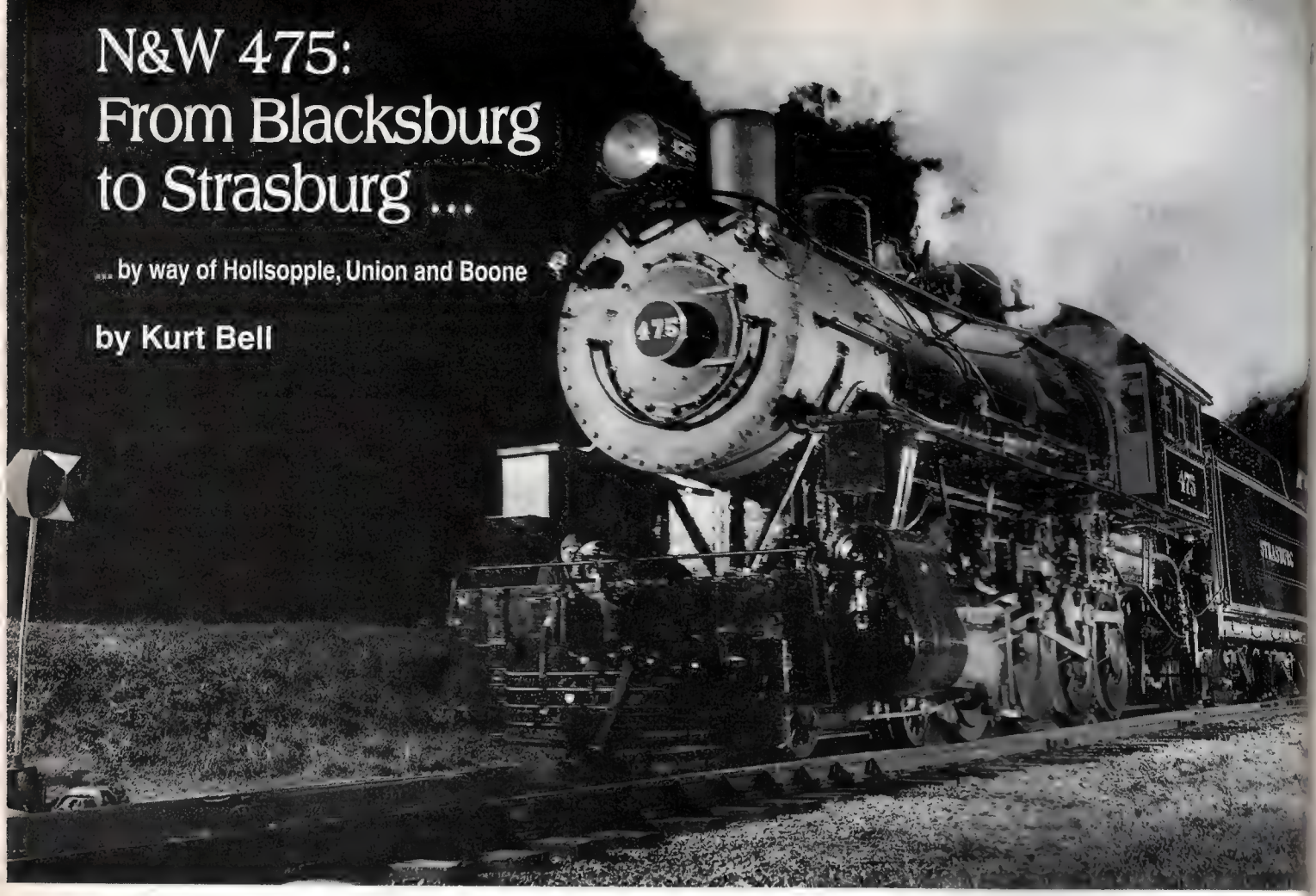
Bath, New York: **Champagne Trail Excursion Train & Restaurant**, 31 Lackawanna Avenue, 14810, 607/776-1616.

Of course, if you seek all the elements that make a meal in the dining car special — a pleasant restaurant setting, food cooked to order, a constantly changing variety of interesting scenes, the train operating "at speed" and the promise of a destination — there are the long-haul trains of **Amtrak** at 800/USA-RAIL (872-7245) and, in Canada, of **VIA Rail Canada** at 800/561-9181.

N&W 475: From Blacksburg to Strasburg ...

... by way of Hollsopple, Union and Boone

by Kurt Bell



DENNIS HORNBERGER

Norfolk & Western is not dead. In spite of the recent termination of the Norfolk Southern steam program and retirement of 4-8-4 611 and 2-6-6-4 1218, N&W steam admirers still have a reason to rejoice. After a lapse of more than three decades, a Class M 4-8-0 is back in steam, albeit a long way from the Pocahontas landscape.

Though N&W Twelve-Wheeler 475 spent many years in search of a permanent home, she now faithfully serves Pennsylvania's tourist-hauling Strasburg Rail Road as its newest performer. Admittedly, its second career was made possible by a miraculous twist of fate. The story of how this sprightly 4-8-0 ended up in Amish country is another matter entirely.

The 475 was the 26th engine of an order of 50 4-8-0s (450-499) for the Norfolk & Western Railway from the Baldwin Locomotive Works between May and September 1906. The 475 was rolled out of the Philadelphia shop in June, carrying builder's number 28343 and a price tag of $15,179.90. She and her sisters comprised of a fleet of 125 Class M's ordered from both Baldwin and the Richmond Works of the American Locomotive Company (375-449). The 475 had 56-inch drivers, 21-inch bore by 30-inch stroke cylinders and Stephenson valve gear. Operating on 200 p.s.i. boiler pressure, the large boiler produced a free-steaming locomotive. The original tender held 6000 gallons of water and 13.8 tons of coal. At the time they were built, the M's were the heaviest main line power on the N&W.

Though the 4-8-0s initially hauled main line coal trains, steam locomotive development caught up with them very quickly, and they were very soon bumped aside by 2-6-6-2 and 2-8-8-2 compound articulateds and relegated to local freight work, switching duties and branch line service. Only a relative handful of the 4-8-0s survived the Great Depression. The 475 was, obviously, one of the survivors. In the 1930s she received Baker valve gear, but unlike many of her sisters, the 475 was never equipped with superheaters and to this day remains a saturated locomotive.

During the 1950s, the 475's regular assignment was mixed train service on the N&W's nine-mile Blacksburg Branch out of Christiansburg, Virginia. Known as the "Huckleberry," the mixed connected N&W's main line passenger trains with the Blacksburg campus of Virginia Polytechnic Institute — the legendary "Virginia Tech." The Blacksburg job originated in Radford and ran east to Christiansburg before heading north on the branch — by first swinging southward and then crossing over the main line in the process. Although the mixed would run with 4-8-0s until the 405 made the last steam-powered trip on July 25, 1958 (GP9s worked the branch for only two more weeks until it was closed on August 9), the 475 had been withdrawn from service in 1956 and moved to the N&W's Shaffers Crossing roundhouse where it was taken under the wing of protective local crews.

For the "Diamond Jubilee" 75th anniversary of the city of Roanoke in 1957, the N&W backdated the 475 to resemble a woodburner of an earlier era. She received a fake diamond stack, boxy headlight, polished boiler bands, brass raised numbers on the cab and stars on the front of the running boards. For at least one occasion, her cab was stenciled "Shenandoah Valley." On August 31, 1957, the 475 participated with sister M's 405 and 449 on a triple-header excursion on the Blacksburg Branch for the National Railway Historical Society's national convention in Roanoke. Afterward, it saw little use and was finally retired around 1959.

Hollsopple and beyond

Somehow this venerable 4-8-0 eluded the torch, but in 1962 it was sold to the Virginia Scrap Iron & Metal Company in Roanoke. The scrapper was in no hurry to cut the locomotive up (three of the big M2 4-8-0s are still there today, cloaked in kudzu), and shortly thereafter the 475 was sold for $5000 to William Armagost and moved north to Hollsopple, Pennsylvania (just south of Johnstown).

Armagost planned to restore the 475 for use on a tourist operation he was hoping to create by relaying track on about four miles of the abandoned B&O right of way between Hollsopple (spelled "Holsopple" in B&O timetables) and Jerome. The railroad and restoration never materialized. Fortunately, however, Armagost used a tarp to protect the locomotive from the elements.

Railfan Dick Yager, now with the SP 4449 crew, visited the locomotive and talked with Mr. Armagost in 1971. It was parked under the tarp and accompanied by a B&O caboose. When Dick asked if it was for sale, Mr. Armagost quoted him a price of $13,000 for both the locomotive and caboose — "Though in my financial condition at the time, it might as well have been $13 million," Dick admitted.

In May 1980 the 475 was sold to H. Stuart Kuyper of Pella, Iowa, who wanted to move the locomotive to the Illinois Railway Museum for a contract restoration job. Unfortunately, Mr. Kuyper died while the engine was en route to the museum. Plans for its restoration floundered, and the 475 changed hands variously between Kuyper's daughters and a fledgling Pella historical society. Finally, in 1985, the 475 was donated to the Boone Railroad Historical Society, in Boone, Iowa, for use on the Boone & Scenic Valley Railroad. When the B&SV opted in 1989 to purchase the last steam locomotive built at China's Datong works (JS-class 2-8-2 8419), the 475 was declared surplus.

H.K. VOLLRATH / THOMAS D. DRESSLER COLLECTION

Return to Pennsylvania

The Strasburg Rail Road's search for a fourth locomotive came as the result of an unexpected turn of events. Unfortunately, when annual work was being performed on the two former Pennsylvania Railroad locomotives (4-4-0 1223 and 4-4-2 7002, both on lease from the Railroad Museum of Pennsylvania) during the early spring of 1990, several surprises turned up. Though they passed their hydrostatic tests with flying colors, ultrasonic testing of both locomotives' boilers revealed that the wrapper sheet outside 4-4-0 1223's firebox had worn seriously thin, and 4-4-2 7002's firebox also had developed numerous thin areas. When it was discovered that repairs to both locomotives would have significantly altered their historic integrity, the railroad decided against any further work on them — moreover, it would have been a costly investment in engines that the railroad did not own. Consequently, in early March 1990 they were quietly returned to the museum for the last time, with Strasburg's GE 44-tonner administering the *coup de grace*. The era of restored PRR steam on the Strasburg finally had come to a close.

THOMAS D. DRESSLER COLLECTION

NORFOLK & WESTERN 475 worked on the Blacksburg branch mixed, shown (**top**) arriving at Christiansburg from Radford in July 1954. In the summer of 1957 it was given a smaller tender and decorated (**above**) for the Roanoke Diamond Jubilee. Dennis Hornberger caught the 475 inaction at 6:07 p.m. at Goff's Grove on the Strasburg (**opposite**) on November 6, 1993.

With its roster reduced from five to three operating locomotives, the Strasburg's need for available motive power was immediate. Nowhere was this more apparent than at the beginning of the 1990 operating season when the railroad had only two locomotives available for service. Firebox work on ex-CNR 0-6-0 31 took the better part of the spring and half the summer, leaving the railroad short on power. Ex-Great Western 2-10-0 90 and ex-CNR 2-6-0 89 held down the busy schedule quite capably, though it was apparent that a fourth locomotive was badly needed for this type of operation.

The Strasburg looked at numerous locomotives, based on the needs of their operation. Among the candidates were former Lake Superior & Ishpeming 2-8-0 34, then at the Illinois Railway Museum (now on the Western Maryland Scenic) and ex-Florida East Coast 4-6-2 148, then stored in Connecticut. As leads were being followed, J. David Conrad of the Valley Railroad mentioned the availability of a 100-ton Twelve-Wheeler stored in Iowa which he had helped move several years previously. Conrad's suggestion prompted Strasburg's chief mechanical officer Linn W. Moedinger to investigate, and president G. Fred Bartels contacted the Boone & Scenic Valley during the late spring of 1990.

Yes, they told him that the engine had recently become surplus and was for sale and that an inspection could be

scheduled. Moedinger and Bartels indicated their interest. Suddenly, the future of the 475 looked a little brighter.

A three-man delegation led by Moedinger flew to Iowa in November 1990 to inspect the 475. Ric Musser, a Strasburg boilermaker, performed a basic ultrasonic test survey on the boiler barrel and firebox, finding extensive wear in the smokebox as the result of years of constant cinder cutting and erosion. Numerous thin spots were also discovered in the firebox. Both Moedinger and Bartels examined the engine's running gear and found two axles exceeding the minimum wear limit (later, during overhaul, a third defective axle was discovered). They found that the interior of the tender had rusted completely through in several places.

Though the initial evaluation turned up some minor surprises, overall the 4-8-0 was basically sound. They also inspected ex-Crab Orchard & Egyptian (nee-Roberval & Saguenay) 2-8-0 17, which was found to be in poor condition.

Satisfied, Moedinger and his crew returned to Pennsylvania. Based on the team's findings, the Strasburg board of directors made the B&SV an offer for both locomotives. The initial bid was rejected by Boone and subsequently counter-offered twice by both parties. Plans to acquire the 17 were eventually dropped, until finally a $100,000 offer for the 475 was accepted by the B&SV.

Immediately following the completion of contract repair-work on the New Hope & Ivyland's 2-8-0 40 in late June 1991, Bartels, Moedinger, Musser and Carl Plaisted flew to Iowa and spent five days preparing the 475 for shipment. The drivers, tender and cab were separated from the boiler and frame and chained variously aboard three flatcars. From Boone, the 475 and tender traveled a 1500-mile route eastward over the Chicago & North Western, the Indiana Harbor Belt and Conrail via Chicago, Buffalo and Harrisburg to Dillerville Yard in nearby Lancaster. Clearance restrictions imposed by Amtrak delayed the475's delivery to the Strasburg interchange at Leaman Place; in fact, power to the overhead catenary had to be turned off for the special movement, which was assigned to a Conrail diesel. At last, on a rainy July 19, 1991, morning, 2-6-0 89 towed the new arrival over the final leg of its journey to Strasburg.

An overall overhaul

The 4-8-0 was unloaded at East Strasburg a week later using a pair of rented cranes. Almost immediately the drivers and tender were moved inside the backshop. The locomotive and its cab were initially kept outdoors on cribbing where the equalizing was removed and disassembled and work on the main underframe was started.

Much of the early repair work concentrated on the tender. In 1957, when the locomotive was "back-dated" for the Roanoke jubilee, the 475 received a smaller 10,000 gallon/16-ton eight-wheel USRA tender (N&W 10007, delivered behind K2 4-8-2 122), in place of its huge Class 12-A 12,000-gallon/20-ton twelve-wheeled tender. This would mark the locomotive's third tender swap since 1906 (incidentally, N&W calculated the coal pile "hump" into a tender's coal capacity; with no capacity reference available, the Strasburg measured the coal bunker on the 475 and calculated the "10-ton" capacity now stenciled on the tender).

On the whole, the tender was in fair condition and would require the least amount of work. The tank was separated from the frame, placed atop timbers and needle-scaled. During disassembly of the tender trucks, the bolsters were found in terrible shape; they were repaired, and the wheelsets were replaced. Inside the tank, the water legs, the baffles and the slope sheet had rusted through, leaving only a few accumulated animal skeletons as evidence; all of these structures were replaced with new materials. The top of the tank was replaced, as were the coal space sides on the top of the tender. In the end, almost 3000 pounds of new steel went into the tender. Using the backshop's 10-ton overhead traveling crane, the tank was lowered down and bolted to the frame. The tender was sandblasted by a private contractor, painted in primer and finished by late 1991.

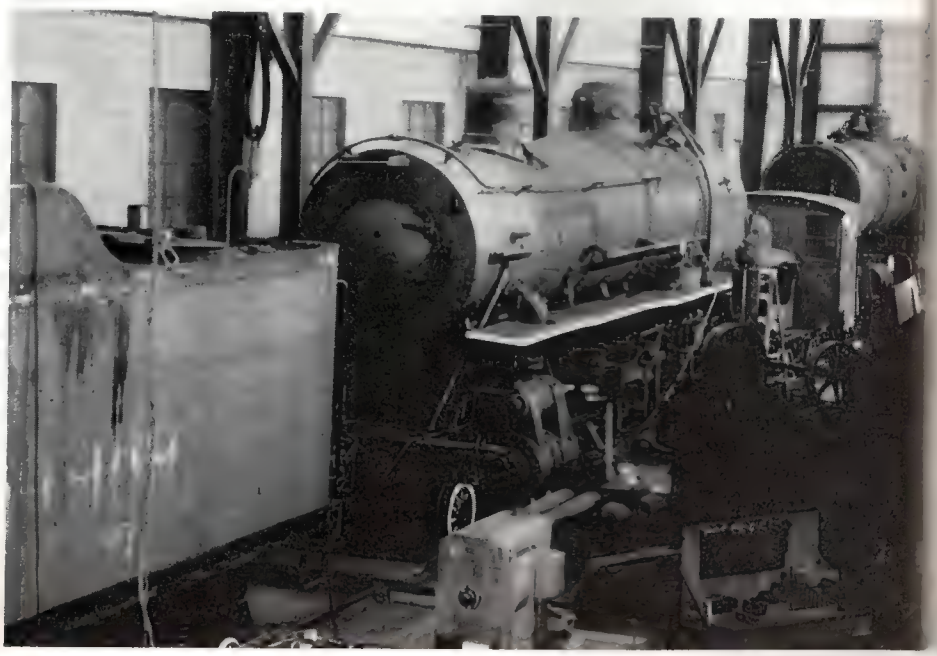
Boiler and running gear work on the 475 progressed steadily during 1992 and into early 1993. With the busy tourist season approaching, the staff had to address routine "annual" work for their fleet of locomotives, as well as the demands of outside contract business — fabricating new firebox door sheets for N&W 2-6-6-4 1218 and the Western Maryland Scenic's 2-8-0, for instance, often delayed the project. Those ever-curious visitors peering inside the backshop door pressing for a target steam-up date on the 4-8-0 prompted one Strasburg mechanic to chalk on the side of 475's boiler, "don't ask when."

For the first order of business, the boiler and firebox received a very thorough and lengthy ultrasonic test survey by Musser to determine minimum required thickness and strength. Core samples of each boiler course were taken to determine whether certain types and compositions of steel could be welded. Based on these findings, Moedinger worked up the preliminary calculations, and repairs were soon under way.

The locomotive's smokebox required complete replacement. After years of heavy use and exposure to the elements resulting from an uncovered stack, the bottom steel had rusted away excessively, leaving only 1/16-inch thickness! The old smokebox course was completely replaced with new steel that was custom-rolled by a local fabrication shop and plug-welded in place by Strasburg crews. All rivet heads on the new smokebox exterior are purely cosmetic.

Work on the firebox demanded strict attention. Probably the most obvious concern was a 4"×12" opening that the N&W had cut into the door sheet and backhead after the locomotive had been withdrawn from service in the late 1950s. Moedinger and his staff believe that this was a standard N&W practice intended to disable retired locomotives destined for scrap. Moreover, two other holes that the N&W had cut into the firebox had welded-in patches; all of these were removed, and new patches were fashioned according to ASME standards. A total of seven patches were installed inside the firebox. Water-soaked ash that was allowed to remain inside the firebox

H.K. ANDERSON



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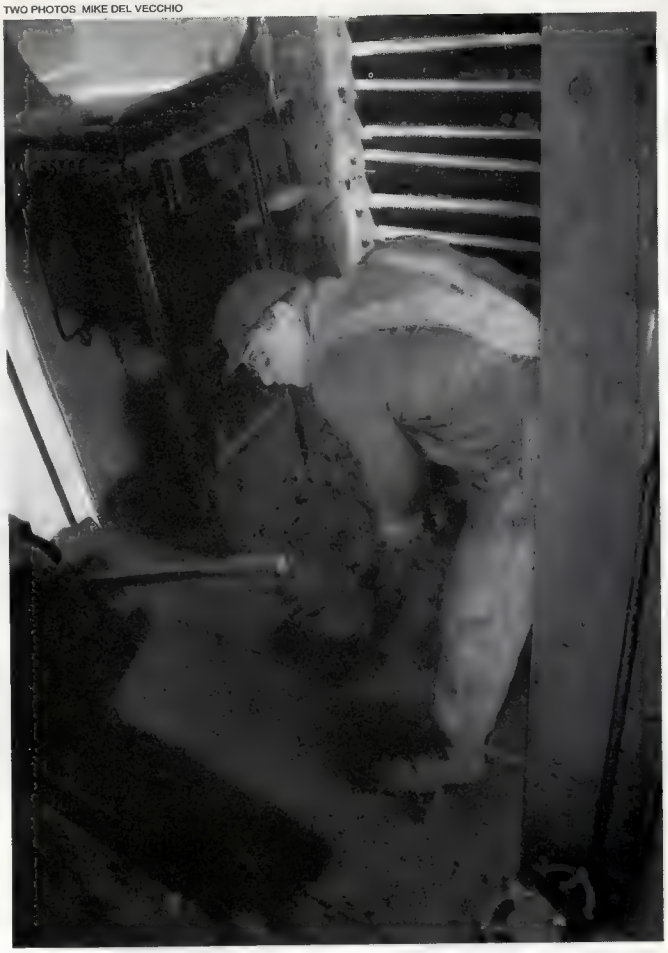


ENGINEER KELLY ANDERSON on 475 sits beside the boiler on a fold-down seat which is convenient for back-up moves. Fireman Ron Bunning (**right**) shovels coal from the tender deck like on a camelback. The 475 was being stripped down in the backshop (**opposite**) in 1992.

following withdrawal from service had accumulated moisture, laid against the sidesheets and eroded them away. A total of 145 mud-ring rivets and all 135 flexible staybolt caps and sleeves were removed and replaced. Using the old grates to make patterns, three hefty grates were cast (some averaging 300 pounds each!) and installed inside the firebox following repairs.

The boiler was in decent shape, with no major structural problems. Pitting was encountered in the first and second courses, particularly around the boiler checks and on the bottom of the barrel. The bottom quarter of the tube sheet had extensive star-cracking, and it, too, required a lot of grinding and welding.

Both arch tubes were sound, but two front tube sheet braces were replaced. Impressive to the mechanics was a patch installed in the crown sheet toward the end of the engine's career that revealed mill scale on the water side. Many of the original tubes had excellent welds and beads, though some of repairs were found to be either sloppy or gorgeous.

Once major boiler repairs were completed, the saturated steamer had a total of 242 new tubes installed. All threaded washout plug holes were tapped, and brand new plugs were fashioned by Steve Meola.

Owens-Corning home insulation was used for lagging. Moedinger made and installed two reconditioned pop valves. When the locomotive passed its hydrostatic test late in the summer of 1993, efforts then shifted to making the engine roadworthy.

Repairing the running gear of the 475 proved to be a time-consuming task. Three of the four driving axles were replaced, as they were either at the maximum wear-limit or had internal defects. The main axle was not replaced. When it was discovered that the hub on the fourth left-rear driver had worn excessively from lateral deflection, a brand-new driver center was cast by a Hamburg, Penn., foundry and installed (the original 50-inch driver center now sits outside the backshop door). All other drivers were machined as needed by Ron Bunning. All tires were in good shape and did not require replacement. The driving boxes received new hub liners as well as new shoe and wedge plates. All of the rod brasses were removed, replaced and re-bored (new solid brasses were favored over the older split brasses), while the main and side rods were welded by Precision Components Corporation of York, Pennsylvania.

Both piston valves were re-bored, and new pistons and rings were installed. Only one valve stem required replacement. New shoes and wedges were also installed. The pedestal binders were remachined or replaced. Numerous cracks and breaks were discovered in the frame through magna-fluxing, and after considerable effort by Bill Sherwood, these were subsequently weld-repaired.

Moedinger speculates that the 475 may have been involved in an accident of some kind, which might help explain the extraordinary welds found on the frame. Interestingly, a small plate dating from 1928 that had been affixed to the frame was uncovered — it had been signed by two Roanoke mechanics! So much for industrial archeology.

The main crank pins were replaced, all pins were turned and the drivers were quartered. The lead truck was completely disassembled and extensively rebuilt, with all cracks repaired. The Baker valve gear was made functional through cleaning and purging with grease in hopes that no further work would be necessary.

When the locomotive was timed by Moedinger and H.K. (Kelly) Anderson, however, it was nothing short of a disaster. They encountered a quarter-inch slop in timing the piston valves via the valve gear. The discovery was clearly a temporary setback, though

not totally unexpected. As a result, the valve gear had to be completely disassembled and totally rebuilt before it could be timed once again. The power reverse and brake rigging were also rebuilt, and new bushings were installed. Once all repairs were made, the locomotive was then timed correctly.

By October 1993 all boiler jacketing, expertly measured and cut by John Bachman, was up. Once new steam and air piping was hung, the lubricating lines were connected. Early in the project, the 8½-inch cross-compound air compressor had been hooked up to the house air and tested. Much to everyone's surprise, even in its un-reconditioned state, it worked wonderfully! Once the check valves were taken out and cleaned up, the pump was placed back together. All woodwork inside the cab was renewed by George Hockenbrocht, Jr., including the installation of new doors and sash. New injectors and other backhead fittings were installed. The original low-water alarm was removed from the engine and not retained for operation, though the overfire tubes were.

Debate ensued over how the locomotive's cosmetic form should appear. Unfortunately, there were too many missing components, Moedinger contends, to fully approximate its previous N&W look. Rather, it was decided to make the engine look much as it did when built. An older-style PRR headlight was placed atop the smokebox, while a small N&W headlight was placed on the rear of the tender.

Using N&W prints as a guide, both 8-inch and a 12-inch "hooter" whistles were crafted using an original valve base (on its third day of testing, the 12-inch whistle was removed in favor of the 8-inch). An N&W bell and yoke were acquired and placed atop the boiler. For good measure, a pair of replica Class M "belt buckle" plates were later fastened on the cylinder covers. Finally, the boiler-tube pilot was repaired and placed on the front of the locomotive.

RICHARD L. MUSSER, JR

THE STRASBURG SHOP CREW working on the 475 incuded (l tor) in front row: John Bachman, Linn Moedinger, Steve Spangler, Carl Plaisted and Steve Meola, and in the back row: Jim Rice, Ric Musser, Estes Proudfoot, Kelly Anderson, Bill Sherwood and Ron Bunning.

Fire-up

Countless minor details received attention before the 475 was test-fired. A new 6-ET brake system was installed. All brake equipment was tested for leaks, and all appliances were checked for reliability. All steam and air gauges were calibrated, and a speedometer was installed in the cab. During the final month, the engine and tender were brush-painted with a couple finish coats of "Interlux," a special marine-type paint (due to EPA regulations governing spray-painting and ventilation, the Strasburg has found it cost-prohibitive to upgrade their facilities in order to comply; thus all equipment since 1990 has been brush-painted).

Following the completion of striping and lettering by Craig Lefever and graphiting by Ric Gochenaur, the reconditioned 475 was towed from the backshop and loaded with coal prior to delivery to the enginehouse for its first trial steaming. On Monday, November 1, 1993, a fire danced on the 475's grates for the first time in 36 years. The engine was slowly fired on the first day, and on the following day, it was brought up to full working pressure.

It was then moved outside under its own power. The pop valves were set with little trouble, and they adjusted quickly. Once all appliances were tested under full pressure, the engine made two short test-hops, after which numerous final adjustments were made.

The only minor problem encountered during testing occurred on the second day, when a disconcerting noise was detected inside the left cylinder. The new piston rings had extended beyond the natural wear of the cylinder, and when they hit the wear ridge, a thumping-like noise was produced. Anderson ground and honed down the high spots and reassembled the cylinder.

Return to service

During the remainder of the week, the engine was run light on the Strasburg to familiarize crews with the finer points of the "new" machine. For instance, the deckless cab requires the fireman to bail coal from a see-sawing tender deck, the engineer to reach up or back for the brake stand depending on the direction of travel, and both to straddle collapsible seats inside a cab almost completely occupied by a fat boiler — all of which took some getting used to.

A special treat on Thursday saw the locomotive pull a string of vintage freight cars to Leaman Place. Finally, on a dreary Saturday, November 6, 1993, the 475 handled her first revenue passenger train on the "Road to Paradise." Her deep, drum-like exhaust proclaimed a triumphant return to service. She is currently the only 4-8-0 operating in North America.

The total price tag of the project, including purchase price, transportation and restoration costs: $641,434. Surely the Strasburg Rail Road has accomplished one of the most extensive restorations ever performed on a steam locomotive in this country since the days of steam.

During its first full year of service, the 475's reliability as a road engine has proven its worthiness. Strasburg crews agree that the 475 was a fine choice — she fires well, runs smoothly and steams beautifully. Though the deckless cab configuration maximizes space at the discomfort of the engine crews, the locomotive has ample steaming capacity to power the railroad's heavier passenger trains, and its dependability during its first year of service has been virtually flawless. Pleased with her performance, Moedinger and his staff feel satisfied that the 475 was a wise investment.

An N&W Class M has overcome the odds. Better yet, it rolls again. Roanoke's finest would agree that the old girl has found a caring parent, even if it's far from home. As the streamliner 611 is enshrined in Roanoke and the mighty class A 1218 awaits a decision on its fate, an Amish buggy pulls to a stop on Black Horse Road as an N&W hooter proclaims its warning and the sound of a saturated exhaust fills the warm afternoon air.

For the 475, that's good enough.

DURING THE FESTIVITIES celebrating the opening of the new building at the Railroad Museum of Pennsylvania, 4-8-0 475 powered a vintage freight consist (**above**) on the Strasburg Rail Road on May 20, 1995. The engine was just beginning her first full season of operation when photographed at the coal ramp (**below right**) on March 13, 1994.

The late afternoon sunshine caught the 475 westbound (**bottom**) approaching East Strasburg in June 1994 — the high mid-day sun make summer photography a challenge on the Strasburg. The famous triple-header fantrip on the Blacksburg branch on August 31, 1957, featured the "back-dated" 475 (**below left**) with sister 4-8-0s 409 and 449.

KODACHROME: WARREN BENNER / KURT BELL COLLECTION

ABOVE and TOP / FUJI VELVIA: JIM BOYD

KODACHROME. TOM KELCEC

Virginia Southern:

A would-be traveler stumbling upon rails that are clinging to bad ties a few miles south of Keysville, Virginia, might conclude that he'd come across a light density short line — one that ventures out with a 44-tonner and a few boxcars three times a week. However, if the traveler waited about an hour, he would be surprised to find a big-league train approaching, one powered by 7750 horsepower, towing 2900 tons of coal and working hard to overcome the rolling Virginia countryside. Covering those 7750 horses are three hoods gleaming in vibrant green and yellow paint.

As the train comes closer, this green-and-yellow motive power gives way to black Norfolk Southern coal hoppers bobbing up and down on undulating jointed rail. All three elements make up the modern day Virginia Southern. The story of this "Southside Virginia" short line is not one of a Johnny-Come-Lately on trackage unwanted by a major Class 1 carrier. Rather, it is a six-year report card on the railroad which revolutionized the way Norfolk Southern cast off unwanted, yet still profitable, secondary lines.

The NS Thoroughbred Shortline Program

As 1982 drew to a close, two of the nation's most famous and successful railroads, the Southern Railway and Norfolk & Western, were wrapping up the details of their merger. The Southern was a classy high-speed carrier that covered the south from Washington, D.C., and Cincinnati to New Orleans and Florida. It hustled fast freight and was known as the road that "GIVES A GREEN LIGHT TO INNOVATION," not the least of which were from its maintenance-of-way philosophies and practices.

The Norfolk & Western was a gritty coal-hauler that stretched its web of branch lines into what seemed like almost every corner of the Virginias where significant deposits of coal were buried. Through earlier mergers with Wabash and Nickel Plate, the N&W stretched westward to Chicago and St. Louis. Together, these roads would create one of America's premier railroads: Norfolk Southern Corporation.

PHOTOGRAPHY / KODACHROMES: DOUG KOONTZ, EXCEPT AS NOTED

VIRGINIA SOUTHERN'S GP40 512 and GP9 618 were southbound just below Keysville (**above**) on March 15, 1994, and later that day (**left**) were working the Burlington Industries plant at Clarksville. The VS sign is on the Keysville depot. Back on March 7, 1991 (**opposite**), VS Geep 618 and leased Southern GP38 2822 were northbound at Stovall, N.C., with a dozen loads of pulpwood out of Henderson, N.C., by way of the NS interchange at Oxford, N.C.

The first Thoroughbred Shortline

by Doug Koontz

The NS was a mostly "end to end" merger, with little duplicate trackage. Also, neither road was burdened with the over-capacity associated with heavy passenger operations that confronted Conrail, their neighbor to the north. Immediately following the merger, NS management was occupied with consolidating the two properties into one customer-driven transportation company. This, coupled with their mid-1980s attempt to take over Conrail, left little time to devote to marginal branch lines. It was not until talks with the government over the acquisition of Conrail were canceled in 1986 that NS started to look within its own "roundhouse" for ways to improve the bottom line.

Not wanting to face the loss of traffic that would result from outright abandonment, NS chose to look for a different way to reduce track mileage that was deemed unprofitable. NS also wanted to avoid sales to inexperienced short line operators who might eventually come back to haunt them. Managers in Norfolk realized that every car generated by a short line created transportation revenue for its Class 1 connection. As a result, NS created its Thoroughbred Shortline Program (TSP) to lease these lines to proven operators. Leasing required a smaller initial investment from the new operators. It was hoped this would ensure greater success rates for these newly created short lines.

Enter RailTex of San Antonio, Texas, a railcar-leasing company turned railroad operator. With several properties already in operation, RailTex was chosen to take over the first Thoroughbred Shortline: the Virginia Southern. RailTex had the North Carolina & Virginia Railroad nearby in Ahoskie, N.C., on former CSX track and chose to operate the VS as a division of it. This allowed the new VS to be managed and share employees with its already established sister road. However, it also resulted in many early maps incorrectly listing the line as NC&VA.

Under a TSP lease, Norfolk Southern still owns the track. All operations and maintenance become the responsibility of the new operator. After the first three years of their 20-year lease period, VS had the option to purchase the track, though as yet they haven't excersized the option.

According to Bill Schafer, director strategic planning for Norfolk Southern, his carrier was "more interested in the upside of traffic growth created by a short line; more so than closing up shop, cashing out and going home through abandonments." The objective was to grow traffic on marginal lines while at the same time reducing costs for NS.

"For the customer," according to Schafer, "it's the best of both worlds. They still deal with the Class 1 for rate making and accounting while receiving the personal attention of a short line." The customer receives a single bill for the entire movement of the car from NS. The short line benefits from NS handling those labor-intensive tasks of way-billing and collection. This allows the short line to operate with fewer people. Incentives are included in the TSP leases that make it advantageous for the short line to increase traffic interchanged to NS. These are in the form of "car credits" and are used to offset the cost of the lease. Leasing was also more expedient than a sale of the same property.

Virginia Southern receives its income through an agreement, know as a

CURT TILLOTSON

Junction Settlement, for movement of cars. This is actually a pre-arranged haulage fee paid to VS for its portion of the movement. The short line's payment is tied into rates negotiated by NS and fluctuate in accordance with increases or decreases in shipping charges as they change. The two carriers settle up on the 16th and last day of the month. Junction Settlement is one of two methods of payment (to short lines) and is not particular to TSP leases. The TSP created 25-30 short lines and was deemed a success, according to Schafer. However, as a refinement of NS's policy, future spin-offs will be sales.

"The NS as a company is today more comfortable with sales, and it simplifies management of the property," says Schafer.

Start-up

On November 28, 1988, the Virginia Southern started operations over 75 miles of track from Burkeville, Va., to Oxford, N.C., with a single locomotive leased from NS. For several days prior to the start-up, VS's crew rode with the NS employees, familiarizing themselves with the route and customers. In the beginning, the operation was a two-man affair based out of the former Southern Railway depot in Keysville. However, a single general manager oversaw both the VS and NC&VA. Additionally, the NC&VA handled customer service and sent its track inspector over weekly to hi-rail the line.

At the end of the first year of operation the fledgling VS handled 1700 carloads. In February 1989, I rode with the VS's crew aboard leased Norfolk Southern B30-7A 3513 on a round trip from Keysville to Oxford, N.C. Later that evening, we made a second one-way movement from Keysville to the primary NS interchange at Burkeville. The day's train delivered to the NS consisted of twelve cars: eight pulpwood loads, three empty coal hoppers and one tank car. In 1989, wood products were the number-one source of revenue for the VS. One of the two crew members that day was Joseph Duffy, who went on to become the VS's first independent general manager when that position was created. Duffy, who had earlier worked for RailTex lines in Texas and California, had always displayed a refreshingly upbeat attitude about railroading in general and short lines in particular.

Six years later, the VS is a phenomenal success, handling 7200 cars in 1993. Today, leased NS power has been replaced by two turbocharged GP40s, and coal is giving wood products a race for the distinction of highest tonnage commodity hauled. Even the colors chosen for the VS look at home: Southern Railway's green units ran here before that road switched to black and gold in 1958-'59.

THE VS'S EVENING INTERCHANGE JOB out of Keysville ducks under the Norfolk Southern main line in this concrete-lined underpass as it approaches Burkeville, Va., with 42 cars to be handed over. This time-exposure was made from GP40 200 on February 13, 1994.

Footprints of the Civil War

History runs deep along the Virginia Southern. The route from Burkeville to Keysville was once a key segment of the Richmond & Danville Railroad. This Southern Railway predecessor grew into one of the South's great roads by acquiring property as far away as New Orleans before changing its name to Southern Railway in an 1894 reorganization. The Richmond & Danville played a pivotal role in the Civil War, evacuating the Confederate government by train from Richmond as that city was overrun by Union forces on April 2, 1865. For almost two days, the government and treasures of the Confederacy were transported southward to Danville on several special R&D trains. Danville became the last stationary capital of the Confederate States, shortly before their fall.

The second route that makes up VS is the former Richmond & Mecklenburg, which turns due south at Keysville (the junction with the R&D line from Burkeville) and runs to Clarksville. This road, founded in 1875, was acquired by the R&D in 1888, becoming a Southern Railway route in the 1894 reorganization.

The date is February 13, 1994, and I am again aboard the VS's road train headed for Burkeville with 43 loads on the drawbar. Today's train has 19 empty coal hoppers, 16 woodchip loads, five pulpwood loads and three tank cars. Six customers reside on the 75 miles of the VS in "Southside Virginia" and northeastern North Carolina.

Wood and coal dominate our train, and EMDs are the only word in motive power. Dave Eyermann and I are aboard VS GP40 200. Darkness has come early on this short winter day, and lingering patches of snow line the track. Ditch lights, recently installed to meet FRA regulations, enhance the view as we bounce along northbound.

"Transportation Specialist" Ron Murphy — RailTex uses this term in place of engineer and conductor — drives ahead of us in a company truck as we approach the NS yard limits that mark the end of the VS's track at Burkeville. Six years ago, a VS crew member phoned the NS's Roanoke dispatcher from a customer's office for permission to enter the NS-controlled interchange yard. Tonight the piercing cry of a dispatcher call tone is heard over the radio, as Murphy keys up the dispatcher directly.

Toners and multi-channel radios are a recent addition to the VS operating procedures. These devices prove their worth as we soon hear that the Norfolk Southern local is also using the yard. With both crews on the same radio channel while in the yard, movements are coordinated, and the two trains are kept apart. Soon the NS local departs out of the opposite end of the yard for its rest of its run to Richmond. This important information is immediately understood by Eyermann and Murphy and allows them to speed up our interchange work and use the entire yard as necessary.

Much change has come to the VS in the six years between my two visits — about the only thing remaining the same in 1994 is that Joe Duffy is still general manager. And now Duffy spends much more time in the office than he did during those early years. The rest of the railroad is handled by new employees, some who have former Class 1 experience and others who've had no rail experience at all. Back in 1988, Joe and one other employee were the full-time staff in Keysville. Today the road has seven full-time employees and several part-timers on call for both train service and track work. Today two shifts handle the road freight duties, which were once handled by only one.

An expansion by Chesapeake Forest Products near Keysville has more than doubled their shipments, and construction of the Mecklenburg Cogeneration electric plant in Clarksville has created an important new customer for the railroad — one that burns 1400 tons of coal a day! Car counts have quadrupled over 1988 totals. (A cogeneration plant burns coal to create electricity and in turn sells steam to nearby industries.)

Success has also been VS's biggest burden. The daily pounding that the track receives from the constant parade of high capacity woodchip and coal hoppers has taken its toll. While most Southern Railway branch lines received welded rail, this route passed onto VS's hands with 85-pound jointed rail and minimal levels of ballast. Train speeds in 1988 were around 25 m.p.h., but in 1994 the central portion from Keysville to Clarksville is down to 10 m.p.h. Vertical curves in the rail seem to outnumber the horizontal ones.

These track conditions are giving Eyermann a difficult time behind the control stand. I had assumed that at 10 m.p.h. he would have a simple run — kicking his feet up and relaxing. However, this is not the case, Eyermann is working harder than any main line engineer I've ever ridden with. The sharply rolling countryside and the need to ease through bad spots in the track keep his hands in continuing motion. The VS units lack dynamic brakes, so the constant woosh of air competes with shouting prime movers. Eyermann shrugs it off when asked about knowing the bad spots in the track, simply stating, "they're usually in the same spot, and once you make a few runs they're fairly easy to remember."

Nevertheless, I give Eyermann kudos for his work in the right hand seat.

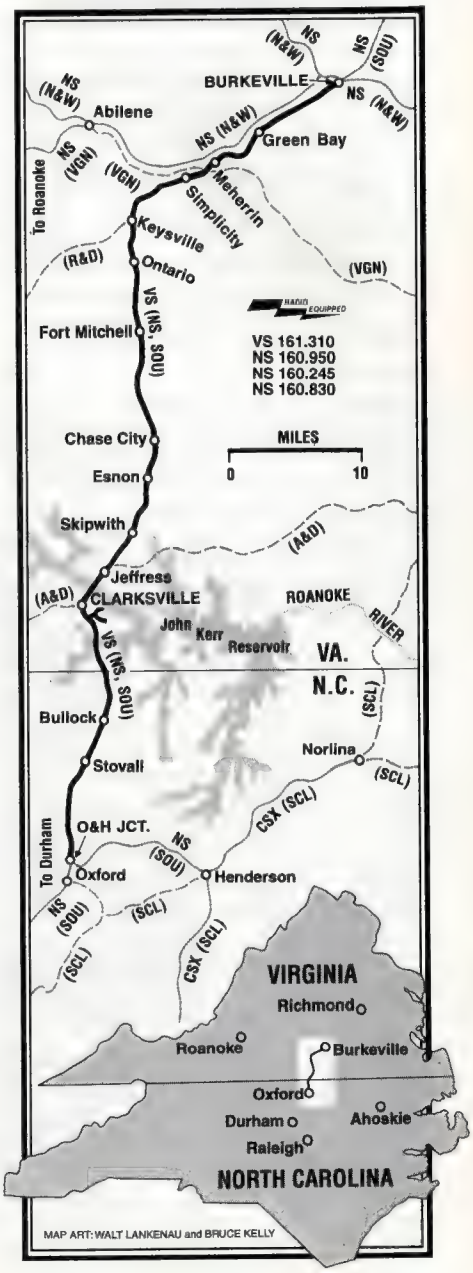
Work completed, we return south to the yard limit board and tie down the units for the night. Crew and guest return to the Keysville depot in a company truck.

Working the Virginia Southern

A typical day on the VS starts at 7:00 a.m., when the daylight crew reports to the Keysville depot. There they gather the day's work and coordinate any trackwork with the track inspector. A quick safety check is performed before heading to work. While the crew always reports to Keysville, their train is not always nearby. The VS, like many short lines, leaves its power and train where needed, utilizing a company car or truck to transport the crew. Unlike the big roads, there is usually no taxi service here, so the crew must drive itself. The only time a driver is utilized is if the train will not return to the same spot after its run. The three most frequent tie-up spots are the Chesapeake wood yard south of Keysville at the community known as Ontario, just south of the Keysville depot or a crossing just south of the yard limit board near Burkeville. If the previous day has gone as planned, the evening crew will have made the interchange run to Burkeville and should have the train ready to proceed south. However, if NS is late interchanging the cars, the day crew has to make a run to the interchange yard at the north end of the line.

That's the case the following morning, February 14, 1994, when I'm back aboard the locomotives. A run to Burkeville is our first order of business. At the head of the block of interchange traffic are three asphalt tank cars destined for NS at O&H Junction — at the opposite end of the line. Covering the entire 75 miles of railroad will make for a long day on board the train. Once underway, a good portion of time is spent at the Chesapeake Forest Products Keysville chip yard at milepost D-3. (Southern Railway prefaced mileposts on the Clarksville line with the letter D. The VS has retained the moniker for this location.) High capacity woodchip cars, many still in Southern Railway red, line the loading tracks.

Numerous switching moves are performed here. Empties are spotted south of the chip loaders, and loads are placed to the north. To ease operations, these loads are left for pick-up on the return trip later in the evening.



Unit coal train

How many short lines run unit coal trains? Better yet, how many short lines, with only three engines and 75 miles of track, run unit coal trains? South of Ontario it's usually all coal for Virginia Southern. Two big customers at Clarksville receive coal in large amounts. The first, Burlington Industries, is a long-time VS customer. The second, Mecklenburg Cogeneration, is a relative newcomer to the railroad. Both are served via a one-mile industrial spur which is accessed from a full wye several miles south of Clarksville.

Burlington's car count is the smaller of the two, averaging six to twelve cars a month, while Mecklenburg receives approximately 25 cars a day. Switching these two locations consumes another chunk of our day. While at Mecklenburg, the VS units mix it up with the power plant's blue and orange 80-tonner, which starts to work dumping the coal while we gather up the empties.

The run south to Clarksville has taken our train through Fort Mitchell, Case City and Jeffress before crossing the scenic highlight of the railroad, the huge trestle over Buggs Island Lake. At 1400 feet long, this structure dwarfed many of VS's trains during the early years of operations. The trestle resulted from a 1940s line relocation when the Dan and Roanoke (also locally known as the Staunton) Rivers were dammed for hydro-electric power generation. Prior to the lake, Southern Railway's trackage crossed the Atlantic & Danville's east/west route at a point where today boaters take pleasure cruises. Rather than build two separate routes through the area, the Army Corps of Engineers built a joint line from Jeffress on the east side of the lake to Clarksville Junction on the west. The A&D eventually became the Norfolk, Franklin & Danville and wound up in the new Norfolk Southern along with the Southern line. The NF&D route was abandoned through the area by NS long ago, leaving only the Southern line to cross the lake.

On this day, the run to Oxford, N.C., is next. The empty coal cars are left on the spur, so the run south will be with three units and three cars. At O&H Junction VS's trackage ends where it meets NS's branch from Durham to Henderson, N.C.

The VS connects NS track in eastern Virginia with NS track in eastern North Carolina, and since abandonment of the old Norfolk Southern Railway as a through route between Norfolk and Raleigh, it is now the shortest route between those points. Since routing cars via VS is shorter than the all-NS roundabout route to the west, the short line has long desired bridge traffic moving between these areas. However, this traffic has never materialized, and at the time of my visit, runs to Oxford were made only as needed — usually on Fridays. After delivering the tank cars to NS, we returned to Clarksville with light units.

Rounding out the current VS customer list are two wood yards near Green Bay, Va., (south of Burkeville) which load pulpwood flats, and Russell Stover Candies in Clarksville which receives occasional covered hoppers of sugar. Russell Stover is served off the same spur as Burlington Industries and Mecklenburg Cogeneration. This results in three of VS's six customers being located almost within sight of each other.

A second shift crew relieves the first at 4:00 p.m. The evening shift's normal duty is to make the run to Burkeville for interchange. With the huge trains and slow speeds, often the second shift crew relieves the day crew somewhere on the road. On this February day, our crew change is at Clarksville. Now with James "Buba" Lewis and Ron Murphy on board, we head for home in the gathering dusk. Lewis pronounces his nickname Bubba but spells it Buba. When informed, as he often is, that Bubba is spelled with two "Bs," he is quick to point out that "there are two B's in my name — one at the front and one at the end." Case closed!

Green and yellow horses

If the paint scheme on RailTex's New England Central looks familiar, it should. It's been in use on the Virginia Southern, albeit with different colors, for nearly six years. Each RailTex line is responsible for coming up with its own paint scheme. However, it's obvious that someone at the NEC liked the look of the power on their sister road.

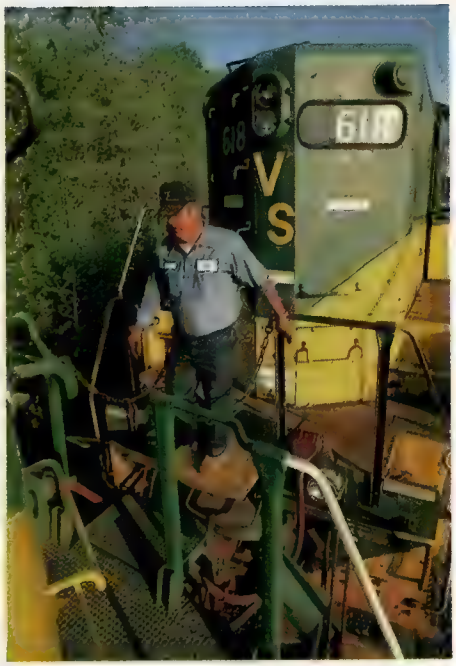
Today, Electro-Motive units are all that answer the call to duty, but that's not how it's always been. During VS's first few months of operation, the road leased NS power, and more often than not it was General Electric. During my first visit NS B30-7A 3513, still in handsome Southern Railway "tuxedo" livery, took care of the chores, which consisted of only a handful of cars. The first unit to wear VS colors was ex-B&O GP9 6618, today VS 618. This former passenger unit, complete with roof-top air tanks, is set up for long-hood-forward operation. It should feel at home here, as many of Southern's and NS's units were similarly configured.

As traffic increased, so did leased and borrowed power. Units from leasing companies as well as other RailTex lines made appearances. Two interesting examples were an ex-BN GP40 in full "white face" livery and former Quebec Cartier Mining GP9 178, the latter now on the Goderich-Exeter Railway, RailTex's first Canadian operation.

Finally, VS settled on bigger EMD power in the form of two ex-Missouri-Kansas-Texas GP40s. Numbered VS 200 and 512, these were formerly M-K-T 200 and 206, respectively (206 carried Union Pacific number 512; the 200 never got its assigned UP number 506). Number 200 has patriotic credentials as she wore red, white and blue as Katy's bicentennial unit. Some observers have questioned high horsepower, turbocharged units on a short line.

Slow speeds and turbos usually don't mix well. However, the VS feels the heavy tonnage and rolling countryside work the units hard enough to eliminate problems. To date, only one turbocharger has needed replacement, and the VS employees did it themselves with the help of a rented crane at the Keysville depot. The railroad has no enclosed engine facility, just a drop pit located across a street from the office, so all work must be done out in the open.

GP9 618 is still on the roster, though it seldom leads trains, usually operating in tandem or in a three-unit lashup with the bigger units. If all three are together, the Geep is usually in the middle. All other power has been returned to lessors or owning roads. It is not unusual, however, to see a unit imported from a nearby RailTex line to fill in for a unit in need of maintenance.



"TRANSPORTATION SPECIALIST" Dave Eyermann (**left**) was looking back from GP40 512 south of Keysville on February 14, 1994, while working the air to keep his speed at 10 m.p.h. Buba Lewis (**opposite**) had a similar challenge later that day, northbound at dusk near Clarksville. On March 15, 1994, (**above**) Ron Murphy had just cranked up GP9 618 at the beginning of the day at Keysville. Later, the VS was working beside the GE 80-tonner at the Mecklenburg Cogeneration plant (**below**) at Clarksville.

VS geography

Access to the Virginia Southern north of Keysville and south of Clarksville is simple. Both segments parallel good roads. North of Keysville, U.S. 360 keeps close contact with the tracks. South of Clarksville, U.S. 15 runs side-by-side all the way to O&H Junction. Additionally, north of Keysville the VS parallels Norfolk Southern's former N&W Farmville Belt Line, today NS's main coal route from West Virginia to Norfolk. At Meherrin, the VS crosses the abandoned right-of-way of the former-Virginian Railway's Norfolk Division. Today, coal trains that once used this route move eastbound on the parallel N&W Belt Line.

Between Keysville and Clarskville, the VS is away from major roads. However, the use of a good map, such as a DeLorme *Virginia Atlas & Gazetteer*, will yield good access. A polite inquiry at the Keysville office can yield the operating plan for the day. Also, if you expect to spend time around the depot or other VS property, management asks that you sign a release at the office.

Today's Virginia Southern seems to be on course for the future. Its car counts are higher than ever. Six customers spread out over 75 miles of track make for long days, but to date the VS is certainly doing things right. Track-

work has been performed in some of the worst locations.

New general manager Ted Proctor came on board August 15, 1994, replacing Joe Duffy, who moved on to manage a larger RailTex line in Georgia. Proctor, a former CSX locomotive engineer out of Rocky Mount, N.C., likes the area and sees a good future in the VS. With shiny clean locomotives and good operating people, the VS should have many more years of success ahead.

A UNIT COAL TRAIN bound for Clarksville was passing the country store at Jeffries, Va., (**above**) on March 15, 1994, a short time after ducking beneath a highway bridge at Chase City (**opposite bottom**). The progress made by the Virginia Southern is evident in the photos of the Buggs Island Lake bridge; the lone leased Southern B30-7A 3513 had only two hoppers bound for Clarksville in January 1989, (**below**), while the March 15, 1995 coal train (**bottom**) made a much more impressive image — both in the camera and ledger books! Geep 618 had only one hopper (**opposite top**) as it crossed the bridge in October 1989.

KODACHROME: WILLIAM F. MONAGHAN

SEPTA PCC 2799 and Peter Witt car 8534 passed on 12th Street during the May 19, 1995, start of the historic trolley line to the Philadelphia Zoo. See TRANSIT CURRENTS.

KODACHROME: JOHN HEWITT

THE FIRST of 40 new light rail vehicles for Dallas Area Rapid Transit was unveiled at DART's Service and Inspection facility (**left**) on May 18, 1995. Components for the LRVs were fabricated by Kinki Sharyo in Japan, but final assembly is being done in Dallas.

KODACHROME: DON MARENZI

KODACHROME: SHELDON L. PERRY

HORSEPOWER of two types was featured at the railroad fair in Fremont, California, during May 20-21 with 1884 Falk 0-4-0T meeting a horse-drawn flatcar. See RAILNEWS.

RAILFAN DAY at Yakima Electric Railway Museum on May 6 used most of YERM's restored Yakima Valley Transit equipment, including (**above right**) GE freight motor 298.

HALLETT DOCK F-M H10-44 HD11 still works at Duluth, Minn., with NW2 HD12 (**right**) at Warehouse No.6 alongside West 59th Street. See RAILNEWS.

KODACHROME: MARK D. COMSTOCK

DICK STEPHENSON

METRA E8 510 was at SP's Colton Yard near San Bernardino, California, on July 19, 1994, en route to a southern California scrapper after a post-Amtrak career hauling Chicago-land commuters. The Orange Empire Railroad Museum in Perris, Calif., launched a fund drive to raise $60,000 to purchase it from the scrapper before October 6, 1995. The 510 was built in 1953 as UP 942, a veteran of the *City of Los Angeles*.

Saving a Union Pacific E8

Would you believe that southern California doesn't have a resident, preserved E-unit? But there is one in fair shape at an area scrap dealer, and the Orange Empire Railway Museum in Perris, California, has launched a fund drive to purchase it. Former-Windy City commuter-hauler Metra 510 was originally Union Pacific E8A 942 and a veteran of the *City of Los Angeles* passenger train. A mechanical evaluation determined that the 942 needs very little to run again, just some general reassembly and a traction motor (which the museum has in stock).

The catch is that the dealer wants $60,000 for the complete unit by October 6, 1995. The price is a fair one for a used locomotive of that vintage and wheel arrangement.

The Union Pacific E8 would be an appropriate addition to OERM's collection, as their four-car vintage passenger train is painted in UP's Armour yellow livery. OERM has a loop of track on their Perris site, and museum equipment does occasionally get to venture onto the nation's rail system (see page 37). The 942 was among a group of UP E-units transferred to the Chicago & North Western after Amtrak began in 1971, and it was eventually assigned into the Metra fleet for commuter service on the C&NW lines. Metra 510/UP 942 was retired in 1988, and the unit still wears Metra's robin's-egg-blue livery.

OERM has set up a dedicated fund, and donations can be sent to: E-unit Acquisition Fund, P.O. Box 548, Perris, CA 92572-0548; 909/943-3020. Gifts toward the E-unit are tax deductible. If the purchase price can't be raised by the deadline, donors will be asked if they want their money returned or put toward another acquisition project.

Restoring and occasionally running, the 942 would actually compliment the Union Pacific's classy trio of E9s, as the 942 would retain its as-built twin 12-cylinder prime movers. The UP converted its A-B-A E9s into a single-engine, 2000 h.p. "E38-2s" for better long term reliability and compatibility with other units, while retaining an as-built appearance. The restored 942 would keep its original innards, and it would illustrate full-size just how nearly perfect the Union Pacific's really are — M.D.

About Black Widow GP9 5623

What a sight SP GP9 5623 (page 17) must be in person and in sunlight. Contributor Ted Benson of Modesto, California, tipped us off to that story and the people behind it.

The 5623 is owned by two individuals: Howard Wise, an employee (mostly a locomotive mechanic) on the Oakland Terminal Railway, and Errol Ohman, a locomotive engineer on Southern Pacific. Howard recalled that he and Errol learned of the Geep during December 1992 when SP sold it to an equipment "recycler" in Richmond, California. Within the week, Howard and Errol decided to buy it, and Howard's employer agreed to let them keep it there. The Oakland Terminal Railway is a joint Santa Fe / Union Pacific-owned industrial line that operates within the Port of Oakland and, unfortunately, is not easily accessible to visitors. The OT's regular power is former Santa Fe GP7u 2197, now numbered 97, which operates as needed, usually a few days a week.

Espee's dual-control (built with cab control stands facing in both directions), passenger-equipped GP9s numbered twelve units: T&NO 280-283 built in 1954 and soon renumbered 5894-5895, 5892-5893, respectively, plus 5600-5603 built in 1954 and 5622-5625 built in 1955. These dozen units endured the many SP renumberings, and their most recent numbers randomly convert to 3186-3196, road numbers issued in 1977 (5892, later 3421 and 3352, was retired in October 1987).

Most of these units are either stored or have been scrapped. Only the 3186 (former-5603) is still in service on SP, and the 3190 (former-5625) was sold to the North Coast Railroad north of Willits, California. The 5623 in 1965 was renumbered to 3005 and in 1977 to 3189. These passenger Geeps are easily spotted by the air reservoirs placed on the long hood roofs to accommodate larger underbody water tanks for the steam boilers. As a result, the units have no dynamic brakes. The T&NO 240-249, later 3411-3420, also had steam boilers and dynamics but no dual controls (none of this group are still in service). The 5623 is a true gem in that it is virtually unaltered, complete

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with its collection of headlights and Gyralights — a true survivor of SP's headlight heyday. (It's been said that SP would authorize purchase of a headlight package and then specify a locomotive to support it!)

In 1995 the 5623's new life began to take shape as layers of black, red, orange and silver paint were applied. The black widow design featured wings on only the "front" of the unit — but notice on the dual-control 5623 (**page 17**) that wings are on both ends.

The real fun began after 5623 was invited to be displayed at the California State Railroad Museum on the June 16-18 weekend. It was scheduled to be ferried to and from Sacramento on SP's Oakland-Sacramento Ozol Turn, whose assigned engineer happens to be Errol Ohman, one of 5623's owners. The grin was ear-to-ear as Engineer Ohman throttled his black widow Geep, which was the lead unit ahead of plain-Jane GP9s 3852 and SSW 3873 (consecutive units on the current SP roster) on June 15th. On the return trip on Monday, the 5623 was the trailing unit in the Ozol Turn's consist.

I'd say that's not a bad weekend for an SP Geep and a couple of railroaders — M.D.

1995 Cover Contest

It's that time of year again, time for our annual Cover One photo contest in which the winners get a shot at seeing their photo on the front cover of R&R and win a cash prize. As in previous years, the Cover One winner gets a $200 prize, the second place prize is $100 and the runners-up will get $50.00 apiece. Each year in the December issue we publish the winning photo on the cover, plus the second place photo inside with a selection of runners-up.

In the past, the categories open to anything railroading, and one year we tried a fall foliage theme. For 1995, we'd like to make this the most challenging yet: winter!

That's right, the 1995 Cover Contest will have a winter theme, to keep you photographers on your toes. Winter is, perhaps, the toughest time of year to shoot. In many parts of North America, the trees are bare, brown or gray and lifeless, as is the grass. Snow on the ground makes reliable exposures more difficult, and the often-cloudy weather mutes any color that does exist. However, when the sun is shining, its lower position makes for impressive light, and scenes in the snow can often be quite dramatic. The sustained low light also makes for interesting images in snow-less regions.

Keep in mind that the front cover is our biggest selling tool, so we want bright and colorful images. That is the number one criteria upon which the winners are judged.

There is no limit on the number of photos that can be entered, but keep in mind that we'll generally chose only one winner per entrant (there have been exceptions). Slides and prints are eligible, though we prefer prints no bigger than 8×12s. Slides should be sent in plastic pages, and both prints and slides should be securely packaged between cardboard stiffeners. Do not send boxes of slides in paper envelopes — keep your packages firm and flat. All entries should contain return postage and packaging. If you use one of the next day carriers and want your material returned that way, please send a completed and paid-for return waybill. Otherwise, the material will be returned First Class mail, return receipt requested.

The deadline for submissions is Tuesday, September 5th, just after the Labor Day weekend. Best of luck — M.D.

Government support of Amtrak

History has an occasional knack of repeating itself. I can recall many times being in the company of previous-generation railfans as they were telling photographic war stories from the "train-off" years: that period during the 1960s when North American rail ridership was waning and passenger trains were being discontinued seemingly as fast as the ICC could process the paperwork.

As the news of which trains Amtrak president Tom Downs would drop in the hope of solvency began to hit the press in December of 1994, suddenly, there were more train-offs. It was *deja vu* all over again, to borrow a line from Yogi Bera, as we heard of railfans pursuing and riding the last runs of the *Montrealer* (shortened to St. Albans, Vt.), the last New York-Chicago *Broadway Limited* (shortened to combine with the *Capitol Limited* between Pittsburgh and

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Chicago), the *Gulf Breeze* and many others.

Happily, many of the discontinued trains were picked up by various state and local governments, and the new trains were pursued by railfans with equal vigor. We're happy that three of the four Amtrak news photos on page 65 are of *new* trains, and only one is a "last run."

In recent months, Amtrak and President Tom Downs have been fighting many battles to keep the government support. And these are tough battles in this era where the federal government is trying to balance its own budget and cut spending where it can. Amtrak is an easy kid to pick on.

There is currently action in our nation's capitol that may bode well for Amtrak. The House Budget Resolution, passed in May 1995 by the House of Representatives, will phase out Amtrak's federal subsidies over a four year period from 1999 through 2002, but it provides loan guarantees that would be necessary to run a business such as Amtrak. A second item, the Amtrak Reform and Privatization Act of 1995, introduced by the House Railroad Subcommittee in May, will provide significant subsidies between 1996 and 1998, including money for certain improvement projects.

Right now, as these bills are bantered around our lawmaking process, would be a good time for your elected officials to get letters in support of Amtrak. Your letters do make a difference. I've had the opportunity to talk to House and Senate types, and they've told me that often their only feedback about what the voters want on less-popular issues is by the mail they receive. Though you may not always get a personal response, their staff tries to act on each one.

Each state has two Senators, and the number of Representatives is based on population; their names and addresses are available at the Post Office (hopefully not under a picture). Or, you can write to the

next in month RAILFAN & RAILROAD

KANSAS CITY: Ken Church takes us for a look at the colorful motive power variety found in this crossroads of American railroading, which has been changed by mergers and new regional carriers.

OCTOBER 1995 ISSUE ON SALE SEPTEMBER 1

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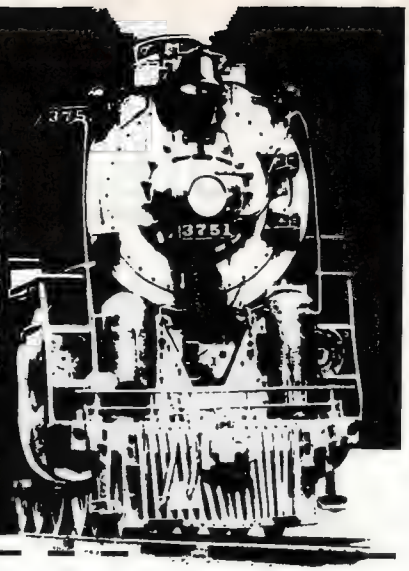

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"Cat In The Hat" machines

One of my diving friends is Jim Folk, manager of the Scuba Venture Diving Center in Sinking Spring, Pennsylvania, on the west side of Reading. Jim knows nothing about trains, and for the most part could care less about them, but the fact that his store is within earshot of Conrail's Reading-to-Harrisburg main line means that he sees or hears a lot of trains. He is still amazed that I can identify locomotive types just by hearing them pass by ("sounds like mostly EMD's with at least one GE in there").

The other day I dropped by, and Jim described an encounter he'd had at the grade crossing behind the store. "There was this strange yellow thing coming down the track that had a whole bunch of stuff on it like conveyor belts and weird looking machinery and a couple of little cars behind. It looked like... well... sort of a 'Cat In The Hat' machine — something you'd see in a Dr. Suess book."

That's the first time I've ever had a non-railfan describe a ballast regulator in such graphic terms. And, sure enough, the next day I was out train chasing on that Harrisburg line, and in the siding west of Sinking Spring was a track full of "Cat In The Hat" machines — a ballast regulator, tie tamper and the rest of the mobile track gang. They will never look quite the same again.

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EKTACHROME: STEVE JESSUP

FUJI VELVIA:FRANKLIN ADAMS

AMTRAK's *PIEDMONT* debuted its new service linking Raleigh, Greensboro and Charlotte, North Carolina, on May 25, 1995. The equipment, seen at Kannapolis, N.C., on opening day, included state-owned GP40Hs 1768 *City of Charlotte* and 1792 *City of Raleigh*, so numbered to honor the years those cities were incorporated. The *Piedmont* is scheduled opposite the *Carolinian* on the same route. See RAILNEWS.

A GENESIS UNIT visited New England for an Amtrak special celebrating the new *Vermonter* service. After making crew familiarization runs on regular *Vermonter* trains in late April, AMD-103 836 joined an F40PH on the seven-car special on May 1. With Amtrak president Tom Downs aboard, the train passed through Waterbury, Vermont (**below**).

AMTRAK's *MOUNT BAKER INTERNATIONAL* between Seattle, Washington, and Vancouver, British Columbia, began service on May 26, 1995. Northbound train 760 skirted Puget Sound departing Edmonds, Wash., on June 3. See RAILNEWS.

AMTRAK's ATLANTIC CITY SERVICE, canceled due to the recent budget cuts, saw its final day on April 1, 1995, as F40PH 896 prepared to depart the New Jersey resort city (**below**). NJ Transit added trains to the route to cover Amtrak's withdrawal.

KODACHROME: DALE WOODLAND

KODACHROME: CHARLES BOHI

KODACHROME: DAVID MIKELSON

KODACHROME: KERMIT GEARY, JR.; LUMEDYNE LIGHTING: KERMIT GEARY, JR, STEVE BARRY and FRED JONES

FP7s DEDICATED recently include Soo Line 2500, restored by the Lake Superior Museum of Transportation in Duluth and christened there on June 1. On June 2 (**top**) it was accompanied by GN SD45 400 *Hustle Muscle* on a museum dinner train over the North Shore Scenic. The 2500, correctly sublettered for the original Soo-leased Wisconsin Central, was built in 1949 as FP7 demonstrator 7001. On May 21, authentically restored Reading FP7s 902 and 903 posed at Kennett Square, Pa., on the Delaware Valley (**above**) after being dedicated the previous day.

KODACHROME: JIM ROWLAND

DELAWARE VALLEY 211 is the first of two former-East Tennessee Alco RS32s to be painted for the new operators of the old Octoraro short line, shown at Kennett Square, Pa., on May 20, 1995. See RAILNEWS.

FUJI PROVIA: JIM BATTLE

FUJI VELVIA: PETE SWANSON

ADIRONDACK SCENIC RAILROAD SW1 705 (ex-Hercules Chemical 68) was in its new NYC paint alongside former NYC RS3 8223 at Thendara, New York, on May 20th. See RAILNEWS.

LIVONIA, AVON & LAKEVILLE has added a new unit to its Alco roster. LA&L C425 425 led ex-LIRR high-nose C420 200 south from the Conrail interchange at Avon, New York, on June 1 (**left**). The 200 will become LA&L 420. See RAILNEWS.

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*additional footage also supplied by Emery Gulash, John Koch. Walt Berko, Grant Geist, Jerry Carson, Alvin Schultze, Rob McCormack, and Jim Bolser.

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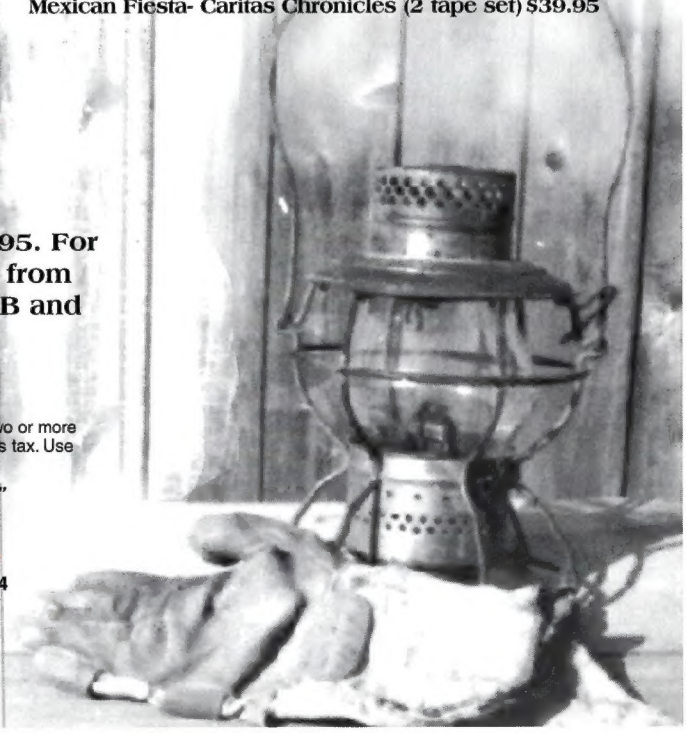

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